

Public Document Pack



PLANNING REFERRALS COMMITTEE

DATE	Wednesday 8 June 2016
PLACE	Council Chamber, Council Offices, High Street, Needham Market
TIME	2:30 pm

Please ask for: Val Last
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27 May 2016

The Council, members of the public and the press may record/film/photograph or broadcast this meeting when the public and press are not lawfully excluded. Any member of the public who attends the meeting and wishes to be filmed should advise the Committee Clerk.

AGENDA

1. Apologies for absence
2. To receive any declarations of pecuniary or non-pecuniary interest by members
3. Declarations of lobbying
4. Declarations of personal site visits
5. Questions from Members

The Chairman to answer any questions on any matters in relation to which the Council has powers or duties which affect the District and which fall within the terms of reference of the Committee of which due notice has been given in accordance with Council Procedure Rules.

6. **Application Number: 3563/15**
Proposal: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks

Site Location: EYE – Land at Eye Airfield, Castleton Way
Applicant: Gladman Developments Limited

Report RF/01/16 Pages 1 to 95

7. Land to the South of Eye Airfield: Development Brief

Report RF/02/16 Pages 96 to 111

8. Food Enterprise Zones

Report RF/03/16 Pages 112 to 164

9. Urgent business – such other business which, by reason of special circumstances to be specified, the Chairman agrees should be considered as a matter of urgency.

(Note: Any matter to be raised under this item must be notified, in writing, to the Chief Executive or District Monitoring Officer before the commencement of the meeting, who will then take instructions from the Chairman)

Notes:

1. The Council has adopted a Charter for Public Speaking at Planning Committees. A link to the full charter is provided below.

<http://www.midsuffolk.gov.uk/assets/UploadsMSDC/Organisation/Democratic-Services/Constitution/Revised-2015/Pages-22-25-Charter-on-Public-Speaking-Planning-Committee-Extract-for-web.pdf>

Those persons wishing to speak on a particular application should arrive in the Council Chamber early and make themselves known to the Officers. They will then be invited by the Chairman to speak when the relevant item is under consideration. This will be done in the following order:

- Parish Clerk or Parish Councillor representing the Council in which the application site is located
- Objectors
- Supporters
- The applicant or professional agent / representative

Public speakers in each capacity will normally be allowed 3 minutes to speak.

2. Ward Members attending meetings of Development Control Committees and Planning Referral Committee may take the opportunity to exercise their speaking rights but are not entitled to vote on any matter which relates to his/her ward.

Val Last
Governance Support Officer

Members:

Councillor Kathie Guthrie – Chairman – Conservative and Independent Group

Councillor Matthew Hicks – Vice Chairman – Conservative and Independent Group

Conservative and Independent Group

Councillors: Roy Barker
Gerard Brewster
David Burn
Julie Flatman
Jessica Fleming
Lavinia Hadingham
Barry Humphreys MBE
Diana Kearsley
John Levantis
Lesley Mayes
Dave Muller
Jane Storey
David Whybrow

Liberal Democrat Group

Councillors: John Field
Mike Norris

Green Group

Councillors: Sarah Mansel
Keith Welham

Ward Members

Ward Members who are not Committee Members have the right to speak but not to vote on issues within their Wards.

Mid Suffolk District Council

Vision

“We will work to ensure that the economy, environment and communities of Mid Suffolk continue to thrive and achieve their full potential.”

Strategic Priorities 2014-2019

1. Economy and Environment

Lead and shape the local economy by promoting and helping to deliver sustainable economic growth which is balanced with respect for wildlife, heritage and the natural and built environment.

Outcomes

- Strong and productive relationships with business, visitors and partners are established.
- Investment is secured and employment opportunities are developed through existing and new business including the delivery of more high value jobs.
- Local skills provision is more aligned to the local economy with our education and training equipping people for work.
- Key strategic sites are developed and an infrastructure is in place that delivers economic advantage to existing and new business.
- The natural and built environment and our heritage and wildlife are balanced with growth.
- Our market towns are accessible and sustainable vibrant local and regional centres.
- Growth achieved in the key sectors of food, drink, agriculture, tourism, advanced manufacturing (engineering), logistics and energy sectors of the local economy.
- Potential from the green economy is maximised, for homes and businesses.
- Our environment is more resilient to climate change and flooding, water loss and emissions are reduced.
- A cleaner, safer and healthier environment is delivered providing a good quality of life for residents and visitors.

2. Housing

Ensure that there are enough good quality, environmentally efficient and cost effective homes with the appropriate tenures and in the right locations.

Outcomes

- That the supply of housing meets the needs and demands of all and supports diverse vibrant communities.
- Appropriate amenities and infrastructure for core villages acting as hubs for their surrounding areas.
- A high standard of housing that is energy efficient, accessible, of good quality, in the right locations and with the right tenures.
- People are able to move more readily and have the choice and ability to access appropriate housing.

3. Strong and Healthy Communities

Encourage and support individuals and communities to be self sufficient, strong, healthy and safe.

Outcomes

- Vibrant, healthy, sustainable and resilient communities maximising their skills and assets.
- Individuals and communities taking responsibility for their own health, wellbeing, fitness and lifestyles.
- Communities feel safer and there are low levels of crime.
- Communities are better connected and have a strong and productive relationship with Mid Suffolk District Council.

Suffolk Local Code of Conduct

1. Pecuniary Interests

Does the item of Council business relate to or affect any of your/your spouse /partner's pecuniary interests?

Yes

No

No interests to declare

Declare you have a pecuniary interest

Leave the room. Do not participate or vote (Unless you have a dispensation)

Breach = criminal offence

2. Non-Pecuniary Interests

Does the item of Council business relate to or affect any of your non-pecuniary interests ?

Yes

No

Declare you have a non-pecuniary interest

Participate fully and vote

Breach = non-compliance with Code

MID SUFFOLK DISTRICT COUNCIL

PLANNING REFERRALS COMMITTEE – 08th June 2016

INDEX TO SCHEDULED ITEMS

<u>ITEM</u>	<u>REF. NO</u>	<u>PROPOSAL</u>	<u>WARD MEMBER</u>	<u>Case Officer</u>	<u>Presenting Officer</u>	<u>Page No</u>
1	3563/15	<p><u>IN THE PARISH OF EYE :</u></p> <p>Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.</p>	Cllr C Flatman	SAS	SAS	1 - 95

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MID SUFFOLK DISTRICT COUNCIL
PLANNING REFERRALS COMMITTEE - 08 June 2016

AGENDA ITEM NO	1
APPLICATION NO	3563/15
PROPOSAL	Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.
SITE LOCATION	Land at Eye Airfield, Castleton Way, Eye
SITE AREA (Ha)	28.7
APPLICANT	Mr Baldwin
RECEIVED	October 2, 2015
EXPIRY DATE	January 29, 2016

REASONS FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason:

- (1) it is a "Major" application for:-
- a residential land allocation for 15 or over dwellings

PRE-APPLICATION ADVICE

1. The application follows lengthy dialogue regarding Eye Airfield that has taken place over a number of years and reflects the emerging principles.

SITE AND SURROUNDINGS

2. The application site is 28.7ha in area and comprises parcel nos. 13, 14 and 15 of Eye Airfield, as identified within the Council's Eye Airfield Development Framework and Eye Airfield Planning Position Statement documents (2013).

Eye Airfield is a disused wartime airfield that lies in the north of the district, northwest of the town of Eye and adjacent to the A140 trunk road 2 miles south of the junction with the A143 and the border with South Norfolk District Council. The town of Diss lies further northwest.

The Airfield is readily accessible by road from the A140, the main highway that connects Ipswich to Norwich. Twelve miles to the south, the A140 links to the A14, which is the main road connecting the port of Felixstowe to Cambridge and the Midlands. 2 miles to the north the A140 links to the A143, which connects the site to Diss, Bury St Edmunds and Lowestoft.

2.

The application site is presently agricultural in nature, notwithstanding natural landscaping features that demarcate individual fields, and abuts the north-western corner of the Eye settlement boundary. The site is generally clear and open, save for some existing agricultural buildings in the north-eastern corner.

Presently only one formal vehicular access serves the site through Langton Grove, which is to the north-east and connects to the B1077 as it becomes Victoria Hill and runs parallel to the eastern boundary of the application site. Other access points are presently provided through internal Airfield roads/tracks to the north and west.

Existing residential development bounds both the southern and eastern site boundaries. Topographically the site generally sits at the lowest point of the Airfield, however due to gently undulating levels some parts of the site are more readily apparent from the public realm than others.

A number of land designations and constraints are relevant to this application. A cluster of listed buildings (Grade II) are within proximity to the north-east and the Eye Conservation Area is approximately 150m to the south. The application site is within Flood Zone 1 and an Area of Archaeological Interest lies to the west of the site. Details relating to the nearby gas compressor station are considered later in this report.

HISTORY

3. The planning history relevant to the application site is:

1658/15	Formal request for a screening opinion for the erection of 290 Dwellings, new internal road Layout, parking, open space, landscaping and associated infrastructure	01/09/2015
0713/13	Upgrade and formation of permanent entrance to Castleton Way, Eye including the widening of existing site tracks.	Granted 20/06/2013
3736/11	Erection and operation of two wind turbine generators (to a maximum tip height of 130m), construction of associated hard standings, temporary access tracks and substation compound.	Granted 29/02/2012
3327/09	Scoping Opinion request under part 4 of the EIA regulations 1999 (proposed wind turbines).	08/12/2009
3294/09	Scoping Opinion - New Chicken Processing Factory	11/12/2009

PROPOSAL

4. The applicant seeks planning permission in outline for the erection of up to 280 no. new dwellings and a 60 no. bed residential care home, together with associated works and infrastructure. The application seeks to establish the principle of development and position(s) of access only, with all other matters

3.

matters' stage. Access to the site is proposed from Castleton Way and Langton Grove and detailed information has been provided in support of this matter.

The indicative masterplan layout presents a 'major' access from Castleton Way which would serve the general bulk of the residential development and exhibits a winding estate road which eventually terminates at an emergency/restricted access toward the north-east of the site.

On the opposite side of this emergency/restricted point, a 'minor' access from Langton Grove is indicated which, having branched from the B1077 and passed a small existing residential development, would serve a smaller estate of dwellings and the care home.

The indicative layout shows a number of areas of open space for the development, including an open 'meadow' and children's play area in the core of the site. A number of pedestrian linkages through the estate and into the existing residential development bounding the site are also shown. The proposals also allow for the re-provision of a car park for the use of the Mulberry Bush Nursery and a re-location of the existing farm buildings within the site.

This application has been revised through amendments/amplifications which have included information in relation to revised ownership certificates/notification, landscape and visual impacts assessment and a revision to the indicative master plan and related development brief. All information received has been subject to at least one additional round of consultation with the relevant interested parties; the latest information being subject to a 10 day period of consultation commencing 24th May 2016. Any responses or representations further to those listed below will be reported through the Addendum Paper and/or verbally at Development Control Committee.

The application documents can be viewed online via the planning pages on the Mid Suffolk District Council website.

POLICY

5. **Planning Policy Guidance**

See Appendix below.

The following documents are also considered as material for the purposes of determining planning applications and are applicable to this proposal:-

Mid Suffolk District Council - Eye Airfield Planning Position Statement (2013).

Mid Suffolk District Council - Eye Airfield Development Framework (2013).

Mid Suffolk District Council (Economy Division) - Land to the South of Eye Airfield: Development Brief (2015).

Cabe at Design Council - Building for Life 12 (3rd Edition, 2015).

Department for Transport - Manual for Streets (2014).

Suffolk County Council - Suffolk Guidance for Parking (2014, adopted 2015).

On the 6th March 2014, a number of Ministerial planning circulars were cancelled by central Government and were replaced by the Government's online Planning Practice Guidance (PPG). The guidance provided is advice on procedure rather than explicit policy, but has been taken into account in reaching the recommendation made on this application.

The PPG is an online reference and is available at the following internet address: www.planningguidance.planningportal.gov.uk.

CONSULTATIONS

6. • **Eye Town Council** - Objects; Responses summarised and italicised where directly quoted, as follows:

10th November 2015 (including Planning Application Appraisal dated 4th November 2015)

"Over the last year the Town Council has taken a constructive role in the development proposals for this site. This involvement has included chairing/participating in place-shaping meetings, supporting an exhibition run by Pegasus in December 2014, organising a public event in March 2015 attended by Pegasus and MSDC and a Saturday public information event supported by MSDC. In addition, members of the town Council have met with Pegasus sometimes in conjunction with MSDC officers. In summary, the Town Council has taken a very active and constructive role in the development of proposals that would have a dramatic impact on Eye, its people, services and surroundings. This single development represents a growth of some 30% in the population of the Town.

The Town Council, and indeed many people in the Town, see development as necessary to ensure a sustainable future for Eye. The decision to object does not reflect a general opposition to development but arises specifically from the inadequacies of the application itself."

- The application was registered and consultation carried out prior to the adoption of the development brief.
- Concern that only an outline application has been submitted; further details should be provided.
- Inadequate public consultation and engagement following changes to proposal/inclusion of care home.
- There is no policy justification for the care home.
- Scale of care home unacceptable and question as to whether it would be sited within HSE exclusion zone.
- Highway issues and concern over additional traffic pressures.
- Concern over capacity of local services and the health centre.
- 35% affordable housing is welcomed, however the care home should not be included in this provision.
- No objective assessment has been carried out for the scale or mix of housing proposed.
- Concern over design.
- Concern of impacts upon the historic environment.
- Will the development consider impacts upon climate change?

5.

- Open space is welcomed however increased landscaping to boundaries is needed.
- No bin spaces are shown, nor are electric car charging points.
- Cumulative impacts would be severe.
- A comprehensive traffic assessment is required.
- Suggested improvements relating to footways and ecology.
- Need for broadband provision.
- Need for an adequate Travel Plan.
- Concern over management of open space and play equipment.
- Concern for listed buildings adjacent.
- Flood/drainage concerns.

19th November 2015

"Eye Town Council is concerned that the formal consultation on planning application 3563/15 closed before Mid Suffolk District Council had considered and agreed a design brief for the site. This concern has been compounded by the planning application reserving nearly all matters. The process of dealing with planning matters for this site appears flawed."

- The design brief should be considered and adopted before the application.
- Further details of the development should be requested from the applicant.
- Concern over sudden inclusion of care home and concern over its need.
- Concerns over traffic impacts.
- An open-book approach in terms of viability assessment should be undertaken.
- **Suffolk County Council (Developer Contributions)** - Comments and recommendations; the following financial contributions are required:
 - Education** - £1,768,253
 - Pre-school provision** - £170,548
 - Libraries** - £60,480
- **Suffolk County Council (Archaeology)** - No objection; subject to condition(s) relating to an appropriate scheme of investigation prior to development.
- **Suffolk County Council (Rights of Way and Access)** - No objection; comments.
- **Suffolk County Council (Fire & Rescue)** - No objection; comments that fire hydrants are required, quantum dependent upon reserved matters.
- **Suffolk County Council (Landscape Development)** - No objection; recommend conditions.
- **Suffolk County Council (Local Highway Authority)** - No objection; subject to a suite of recommended highways improvements and contributions through condition and s106 agreement (see relevant section below).
- **Suffolk County Council (Floods & Water)** - No specific objection, however greater details required under RM; a condition requiring an appropriate drainage scheme is requested.

6.

- **Corporate Manager - Sustainable Environment (Land Contamination)** - No objection; subject to standard contamination condition and advisory note.
- **Corporate Manager - Public Realm (Arboriculture)** - No objection; recommend condition.
- **Corporate Manager - Strategic Housing** - No objection; the viability appraisal submitted has been scrutinised, which offers 20% affordable housing provision or 56 no. dwellings of a total of 280 no. maximum. On that basis, the following mix would be acceptable:

Affordable rent tenancy - 25 no.

Shared ownership - 15 no.

Starter homes - 16 no.

- **Historic England** - as follows:

9th November 2015

"We are not able to fully assess the impacts of the proposals on the nearby heritage assets, namely Eye Castle, St Peter and St Paul's Church, the Eye Conservation Area and the undesignated heritage asset of Eye Airfield. Additional viewpoint information and some basic massing photomontages are required to satisfy paragraph 128 of the NPPF, and to fully determine whether or not there will be harm in terms of paragraph 132 of the NPPF. If, following this information, there is any harm, the Council should weigh it against the public benefit that would be delivered, in accordance with paragraph 134 of the NPPF. We wish to be re-consulted following submission of this information."

2nd March 2016

"The proposed development could result in harm to the significance of Eye Castle scheduled monument, Eye Conservation Area, the Grade I-listed Church of St Peter and St Paul, and the undesignated heritage asset of Eye Airfield, by inappropriate development in their setting in terms of paragraphs 132 and 134 of the NPPF. The Council should therefore weigh any public benefit delivered by the development against the harm as stated in paragraph 134 before determining the application."

- **Ministry of Defence** - No objection; outside of safeguarding area.
- **Environment Agency** - No objection; subject to conditions relating to contamination.
- **Anglian Water** - No objection; recommend conditions and comments relating to surface water drainage and foul sewerage.
- **Suffolk Wildlife Trust** - No objection; recommend conditions.
- **NHS England** - No objection; subject to securing a developer contribution of £100,380.
- **National Grid** - Holding objection; due to the proximity of the development to a gas pipeline and associated assets.

LOCAL AND THIRD PARTY REPRESENTATIONS

7. Those responses received during the consultation exercises that have been carried out (including representations from the Suffolk Preservation Society) are summarised and italicised where directly quoted, below:-

- Buffer zone is vague.
- Care home is not needed.
- Care home is too big (three storeys).
- Traffic concerns relating to re-positioned car park.
- Existing drainage issues.
- Existing flood and foul sewage issues.
- Harm to Eye Conservation Area.
- Harm to listed buildings.
- Negative landscape impacts.
- Increased traffic pressures.
- Damage to sensitive archaeology.
- Application does not reflect public consultation.
- Improvements to existing highway infrastructure are required.
- Better employment uses could be provided.
- Have HSE been consulted?
- The development falls within the blast zones of the compressor site.
- 280 dwellings pose a disproportionate growth to the town.
- Why was the care home added at the last minute?
- The development brief should inform the detailed design.
- Ecology concerns.
- A 15% increase to the housing stock in Eye is unacceptable.
- Concern that Pegasus have held 'private' talks with the Council.
- Concern over loss of agricultural land.
- Concern over pressure on healthcare provision.
- Privacy concerns.
- Construction disturbance/damage concerns.
- Highway safety concerns.
- A varied housing mix is needed.
- Concern with comments submitted by Anglian Water.
- A significant package of mitigation measures should be secured.
- Development will increase potential for flooding.
- More affordable housing units should be provided.
- Only one access is poor planning.
- Schools are oversubscribed.
- Not enough jobs are available in the area.
- There are not enough services or facilities in the town to support the development.
- Pollution concerns.
- Development here is positive but should be of a reduced scale.
- Unwelcome urbanisation.
- Insufficient details provided.
- A proposed population increase to the town of 25%-50% is ridiculous.
- The parish plan has not been considered.
- The application has been rushed through without proper consultation.
- Development will pollute adjacent watercourses.

Suffolk Preservation Society - Objects:

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- The site is greenfield which has generally been in constant agricultural use.
- It is surprising that the application has been submitted prior to the adoption of the development brief which nullifies the previous public engagement work.
- The indicative layout is of a poor quality.
- Lack of integrated green infrastructure.
- Concern of a single 'primary' access.
- Concern of archaeological impacts.
- Concern over lack of detail provided.
- Traffic/highway safety concerns.
- Concern over impacts of care home.
- Concern regarding heritage impacts.
- The DAS is deficient in the information and justification for the development.

The consultee responses and representations received to date have been noted and have been taken into account when reaching the recommendations as set out below.

ASSESSMENT

8. From an assessment of the relevant planning policies, supplementary guidance, site history and constraints/designations, those representations and consultation responses received and other material planning considerations, the main issues in determining this application are considered, as following:-

- **The Principle of Development;**
- **Housing Need;**
- **Heritage;**
- **Connectivity - Highway Safety and Sustainable Transport;**
- **Impact on the Landscape;**
- **Design and Layout;**
- **Resilience to Climate Change (Flood Risk/Drainage and Building Performance/Renewable Energy);**
- **Impact upon Residential Amenity;**
- **Other Matters, including; Safeguarding from Major Accidents, Land Contamination, Crime and Disorder, Biodiversity and Protected Species, Archaeology, and Environmental Impact Assessment;**
- **Planning Obligations, Viability and Affordable Housing;**
- **Planning Balance and Conclusion.**

The Principle of Development

Local Planning Policy and Guidance

Policy CS1 of the CS sets out the overall settlement policy for the district. It states that the majority of new development (including retail, employment and housing allocations) will be directed to towns and key service centres, where Eye is specifically identified.

Policy CS2 states that development in areas outside of defined settlements, in the countryside, will be restricted to certain criteria including new-build

employment generating proposals where there is a strategic, environmental or operational justification.

Policy CS8 and Policy FC2 of the CSFR highlight the provision made for allocating greenfield sites and associated infrastructure in Mid Suffolk over a plan period to terminate 2027 and provides a guide for the need to boost housing supply, sustainably, within the District. The policies advise that in relation to the *broad* distribution and phasing of housing allocations over the CS plan period, *over 200 houses are allocated to Eye with a primary focus on greenfield land as 'urban extensions'*.

Framing the above, the Eye Airfield Development Framework (EADF) and Eye Airfield Planning Position Statement (PPS) were adopted in February and November 2013 respectively. Whilst the PPS is a non-statutory planning guidance document, it nonetheless provides a framework for sustainable growth that is consistent with the development plan and should therefore be afforded weighting in the decision-taking process, where the principles within have been shaped through public engagement and have been democratically approved.

The PPS, which condenses and clarifies the Council's position as a step forward from the EADF, assess and demonstrates the application site's development potential in accordance with national planning policy where a positive conclusion is reached. The intention of this document, as explicitly stated, is to assist with and form the basis of, the production of a detailed site allocations document appropriate to bringing forward development at Eye Airfield.

Whilst such a local plan document is yet to be produced or formally adopted, it is considered that there is evidently a presumption in favour of sustainable development on the site that is framed by the weight of adopted development plan policy.

Eye Airfield Development Brief

In order to shape future development proposals on the site, the applicant has produced a development brief (with community engagement in its preparation) for the land to the south of Eye Airfield; the land that is subject to this planning application. In the pursuit of this aim, it is recommended that subsequent planning applications for the development of the site should be substantially in accordance with the provisions of that brief; this can be achieved through a s106 legal agreement.

National Planning Policy and '5-year Land Supply'

Notwithstanding the above local policy context, the Council as Local Planning Authority cannot presently demonstrate that it has a 5-year land supply of deliverable housing sites.

In accordance with paragraphs 47 and 49 of the NPPF, local planning authorities are required to significantly boost housing supply. Where a local planning authority cannot demonstrate a five-year supply of deliverable housing sites, "*relevant policies for the supply of housing should not be considered up-to-date*".

Paragraph 197 of the NPPF states that in assessing and determining development proposals, local planning authorities should apply the presumption

in favour of sustainable development, which should be seen as a golden thread that runs through the planning system (see Para. 14).

In this regard, paragraph 14 further states that:

“For decision-taking this means:

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out of date, granting permission unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or,*
 - *specific policies in this Framework indicate development should be restricted.”*

Paragraph 7 of the NPPF sets out that there are three dimensions to sustainable development: economic, social and environmental, and that these roles are mutually dependent and should be jointly sought to achieve sustainable development.

In light of this, as the development plan is considered out of date in terms of the Council's housing supply policies, it is necessary to consider that, nevertheless, the NPPF requires that development be sustainable and assess whether the adverse impacts outweigh the benefits when considered in the whole.

With reference to paragraph 49, Members should note the recent judgment in *Suffolk Coastal District Council v Hopkins Homes - [2016] EWCA Civ 168*, where the comments of Lindblom LJ raise a number of points that are of relevance to the determination of this application.

Firstly, it is clear that a more purposive approach to the interpretation of *“Relevant policies for the supply of housing”* (para. 49 of the NPPF) should be taken, where the scope of policies deemed to be for the supply of housing can include not just those worded specifically to that end, but *“any by which a material degree of restraint [is] placed on the location and supply of new housing”* (para. 53 of the above judgment).

At para. 47 of that judgment, Lindblom LJ states the following:

“One may, of course, infer from paragraph 49 of the NPPF that in the Government's view the weight to be given to out-of-date policies for the supply of housing will normally be less than the weight due to policies that provide fully for the requisite supply. The weight to be given to such policies is not dictated by government policy in the NPPF. Nor is it, nor could it be, fixed by the court. It will vary according to the circumstances, including, for example, the extent to which

II.

relevant policies fall short of providing for the five-year supply of housing land, the action being taken by the local planning authority to address it, or the particular purpose of a restrictive policy – such as the protection of a "green wedge" or of a gap between settlements. There will be many cases, no doubt, in which restrictive policies, whether general or specific in nature, are given sufficient weight to justify the refusal of planning permission despite their not being up-to-date under the policy in paragraph 49 in the absence of a five-year supply of housing land".

On that basis, your Officers consider that the contribution that this site would make to the supply of housing should be given due weighting, especially where the policies identified above would be applicable to paragraph 49. In this respect, and noting that paragraph 47 of the NPPF states that "*applications for housing should be considered in the context of sustainable development*", it is considered that the proposed development is acceptable in principle, subject to assessment against other material planning considerations and the presumption in favour of sustainable development.

Housing Need

Policies CS9, H14 and FC2 state that the mix and type of housing development is expected to reflect the established needs in the Mid Suffolk District. Policy H4 relates to the provision of affordable homes and states that in order to promote inclusive and mixed communities residential schemes will be required to provide 35% affordable housing.

Policy FC1.1 relates to implementing sustainable development and contains a number of principles against which proposals for development should be judged and states that development must respect the local context and character of different parts of the District and address the key issues and contribution that they make to the objectives of the Core Strategy in relation to housing need.

In addition to the above planning policies, planning policy and housing delivery has been constantly evolving at a national level. The Government's present objectives are aimed towards improving housing delivery and the supply of housing in line with need. The recent Housing and Planning Bill introduced on the 13th October 2015 (attaining royal assent, 12th May 2016) is building upon an approach where local planning authorities should be flexible in meeting housing need to ensure delivery.

In respect of this outline planning application the following assessment is made of the scheme against the above planning policies and housing need:-

- All matters are reserved with the exception of access on the outline planning application; consequently the indicative sketch plan is for illustrative purposes and only serves therefore to show that the amount and scale of development can be delivered on the site.
- Delivery of up to 280 no. dwellings and a 60 no. bedroom care home; the proposal would have inherent social and economic benefits and would meet housing need and delivery of growth.
- A significant affordable housing provision (20% on site units); due to viability constraints not all recent developments have been able to deliver a provision

in terms of affordable housing and this factor therefore weighs in favour of the proposal.

- Delivery of 60 no. care home units; this meets a significant demographic need, both locally and within the District.

In conclusion, the scheme is acceptable in terms of meeting housing need when viewed against the development plan and the needs of the District. The proportion of affordable housing in the scheme is considered to be reasonable having regard to viability constraints, which will be considered later in this report.

Heritage

With reference to the treatment of the submitted application, the Council acknowledges its statutory duties and responsibilities, notably; Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires the Local Planning Authority to have "*special regard to the desirability of preserving [a] building or its setting or any features of special architectural or historic interest which it possesses*"; and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires the Local Planning Authority to pay "*special attention...to the desirability of preserving or enhancing the character or appearance of that [conservation] area.*"

The NPPF sets out the Government's national planning policy for the conservation of the historic environment and builds upon the 1990 Act referred to above. Paragraphs 132-134 state inter alia that when considering the impact of works or development upon the significance of a designated heritage asset, great weight should be given to the asset's conservation; any harm requires clear and convincing justification. Where works will lead to harm to significance, Local Planning Authorities should refuse permission unless it can be demonstrated that the harm is necessary to achieve public benefits that outweigh that harm.

Following recent legal judgments, it is understood that whilst the assessment of likely harm to designated heritage assets is a matter for its own planning judgement, the Local Planning Authority is required to give any such harm considerable importance and weight; as confirmed in the case of *Barnwell Manor Wind Energy Ltd v (1) East Northamptonshire District Council, (2) English Heritage, (3) National Trust and (4) Secretary of State for Communities and Local Government [2014] EWCA Civ 137*.

Whilst matters relating to scale, layout, appearance and landscaping are not for consideration at this stage, the indicative details provided by the applicant which have included a revised Landscape and Visual impact Assessment provide the opportunity to make an assessment as to the potential impacts of the development upon the historic environment.

Historic England summarised their most recent views as follows:

"The proposed development could result in harm to the significance of Eye Castle scheduled monument, Eye Conservation Area, the Grade I-listed Church of St Peter and St Paul, and the undesignated heritage asset of Eye Airfield, by inappropriate development in their setting in terms of paragraphs 132 and 134 of the NPPF. The Council should therefore weigh any public benefit delivered by

the development against the harm as stated in paragraph 134 before determining the application."

The high threshold that has been established through case law in relation to identifying 'substantial' harm and the conclusion of Historic England stating that paragraph 134 is applicable leads your Officer to conclude, having had regard for the nature of the development, its surrounding environs and the heritage comments received, that any harm posed by the development would be '*less than substantial*' within the meaning provided by the NPPF.

With no detailed plans to consider at this stage the likelihood of such harm being posed by the development is a matter of debate. However the potential prominence of the care home and subsequent disturbance of views afforded from historic sites, is noted. It is, however, considered that a high quality and design-led scheme could mitigate the potential impacts of the proposal upon the historic environment due to the topography of the site and its relationship to existing built development. Should Members be minded to approve this application, it is further considered that an adoption by a developer of those principles contained within the Development Brief would serve to reinforce this.

Nonetheless, and where it is still considered that the proposal would pose less than substantial harm to the setting and wider appreciation of listed building(s) and Eye Conservation Area, the NPPF requires that such harm be balanced against the public benefits of the proposal.

In this instance, the public benefits of the proposal can be summarised as including the following:-

- Delivery of up to 280 no. dwellings and a 60 no. bedroom care home; the proposal would have inherent social and economic benefits and would meet housing need and delivery of economic growth.
- A significant affordable housing provision (20% on site units); due to viability constraints not all recent developments have been able to deliver a provision in terms of affordable housing and this factor therefore weighs in favour of the proposal.
- Delivery of 60 no. care home units; this meets a clear demographic need, both locally and within the District.
- Public open space and play equipment delivery with connectivity to existing residential development.
- A suite of infrastructure contributions including off-site support to local open space.

Considered in isolation, it is unlikely that these public benefits would be sufficient to outweigh the potential harm that has been identified.

However, it is considered that in combination these public benefits are sufficient to outweigh the potential "*less than substantial harm*" to the designated heritage assets identified, even when considerable importance and weight is given to the desirability of preserving those relevant designated heritage assets.

Officers have therefore applied the balance required by paragraph 134 of the NPPF, having special regard to the desirability of preserving the historic environment as required by the Listed Buildings Act and given the harm considerable importance and weight. The outcome of this balancing exercise is that those public benefits identified outweigh the less than substantial harm, even when that harm is given considerable importance and weight.

A positive recommendation in relation to heritage impacts can therefore be made having regard to the development plan, other material planning considerations including the NPPF, and imposed statutory duties and responsibilities.

Connectivity - Highway Safety and Sustainable Transport

Paragraph 32 of the NPPF states that proposals must provide safe and suitable access for all and that transport networks should be improved in a cost effective way to limit any significant impact of the development on the surrounding area. Paragraph 32 also makes it clear that proposals must *only* be refused where residual cumulative impacts on highway safety would be 'severe'.

The key policies to consider from the development plan are T9 and T10 which seek development that is well laid out in terms of site access and highway safety, traffic flow and the environment.

The most recent comments of the Local Highway Authority (LHA) confirm that the development is considered to be acceptable in highway terms, subject to securing an appropriate package of contributions and improvements imposed by planning condition and through a s106 agreement. Having considered the development on its own merits, the following comments are taken directly from the LHA's most recent response:

"There is local concern about the impact on the A140 junctions and although the County Council has similar concerns, a recent corridor study has concluded that in terms of the A140 in this area, the current level of housing development proposed within the next five years is unlikely to greatly affect the performance of the A140/B1077 junction and the A140/Castleton Way junction. The applicant has put forward a development proposal which has been designed with an access strategy in order to reduce the impact on the A140/B1077 junction. The information submitted with this application has demonstrated that there is adequate junction capacity to accommodate this scale of development without specific mitigation and that there is not a serve residual impact in terms of highway capacity.

However, a significant increase in traffic will be expected if development continues on the airfield site as previously envisaged and this will ultimately effect the operation of these junctions in due course. A significant increase in new housing to the south of the airfield will ultimately result in further increase in the number of vehicles using the Castleton Way junction and increase the pressure and safety of this junction. There will be a point when the level of development will require a significant junction improvement scheme to be delivered to allow for the level of growth expected in this area.

This is an outline application and therefore many highway details will require further discussion and agreement in due course. It is considered important that

the applicant implements a full residential Travel Plan in order to maximise potential modal shift and reduce impact on the highway where possible."

On that basis, the following contributions have been recommended and agreed with the applicant in respect of the following highway safety and transport improvements:-

- Town centre - £50,000;
- Primary school - £15,000;
- High school - £10,000;
- Public transport - £37,000;
- Rights of way - £46,150.

Given the scale and nature of development and the potential impacts posed to the local highway network, the agreement of a full Travel Plan is also considered necessary and this has been confirmed and agreed with the applicant. The precise details and associated costs related to the Travel Plan would be known once the precise quantum and mix of development is put forward through the reserved matters stage and can be secured by way of legal agreement.

A number of 'grampian'-style conditions are also requested in order to agree matters relating to and including:-

- Parking, manoeuvring, and cycle storage details
- Parking to be in accordance with adopted standards
- Roundabout access details
- School drop-off and zebra crossing details
- Surface water discharge prevention details
- Estate roads and footpaths details and implementation requirements
- HGV/deliveries management plan

There is no reason to consider that the above details could not be provided to the satisfaction of the LHA or local planning authority at the reserved matters stage or prior to the commencement of development.

With regards to parking, there would be sufficient space at the quantum and density of development proposed to achieve off road parking in accordance with the parking standards. Likewise, there is no inherent reason why a safe internal layout could not be achieved. The detailed layout and design would be dealt with at the reserved matters stage.

The indicative site layout identifies a number of pedestrian links that provide for permeability both through the application site and into existing residential development to the south and east, thereby enabling connectivity from/to the development to/from nearby services.

The Department for Transport's 'Manual for Streets' identifies that "...Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas, which residents may access comfortably on foot".

In relation to this application, there are a range of facilities within this distance including education, healthcare and retail services. Other services are less than a 2km away and are nonetheless considered to be attractive to both pedestrians

and cyclists. The site is, therefore, considered to be well connected to facilities and in this respect represents a sustainable form of development.

In respect of highway safety and connectivity the application is therefore considered favourably.

Notwithstanding the above, Members should be aware that the children's nursery adjacent to the 'minor' access served by Langton Grove is subject to a live planning application that is yet to be determined (1562/16). That application seeks to increase pupil numbers from 58 to 78. Members will be provided with an update as to the status of that application and its potential impact upon this outline scheme at Committee.

Impact on the Landscape

The NPPF states that the intrinsic character and beauty of the countryside should be recognised in decisions. Policies GP1 and H15 require development proposals to reflect local characteristics, protect the landscape of the District and state that landscaping should be regarded as an integral part of design.

The application site represents a large area of agricultural land that is presently open and undeveloped (notwithstanding the north-eastern corner of the site). It is inevitable that developing the land would have some impact on the character of the site and its immediate landscape setting. However the development plan envisages that there will be development in such areas, as noted in consideration of the principle of development elsewhere in this report; the key question, having established that the principle of development is acceptable, is whether the visual impact of the development can be reasonably contained or mitigated.

In this instance the applicant has provided an indicative layout which includes perimeter planting for the proposal and indications through the Design and Access Statement that an extensive green infrastructure package can be delivered. The information supplied is considered to be sufficient to enable an assessment to be made against the likely landscape and visual effects of the proposal, with your officers having also made an extensive visit to the application site and its surroundings.

The indicative layout indicates good permeability which would allow for public use of proposed open spaces within the site, which includes a children's play area and a large 'meadow' area at the heart of the development.

Contextually, in views into the site from the surrounding area where available (including from Eye Castle), the development would be seen within the context of the existing developments. Opportunities can be taken to ensure that any existing screened boundaries to the site are retained in their naturalised form and where possible those boundaries can be reinforced and complemented through appropriate planting with additional planting in those areas where screening is limited.

Accordingly the SCC Natural Environment Team (Landscape Development Officer) and the Council's own arboricultural specialist, have raised no objection to the development subject to appropriate conditions. Consequently the development is considered to have an acceptable visual impact on the

landscape.

Design and Layout

Delivering quality urban design is also a core aim of the NPPF which states (at paragraph 56) that good design is a key aspect of sustainable development and is indivisible from good planning. At paragraph 64 the NPPF further states that permission should be refused for poor design that fails to take opportunities to improve the character and quality of an area and the way it functions. The NPPF also encourages the use of local design review.

Policies GP1, CS9 and H15 require (*inter alia*) that new development should be well designed and of an appropriate size/scale, density, layout and character in relation to its setting and be well connected to facilities.

This application is submitted in outline where the matters of layout and building design are reserved. However, it is good practice for an applicant to demonstrate that the site can be developed in an acceptable way. To this end the applicant has submitted an indicative layout and a detailed Design and Access Statement along with other details that provide an indication as to how the delivery of the scheme is envisaged.

The Design and Access Statement includes the following reference:-

"Development will accord with the principles of high quality design and best practice to create a townscape that is varied and sympathetic to its environment. The aim must be to achieve a development with a strong identity and distinct sense of place whilst at the same time integrating with the existing community."

The residential development follows a distinct theme; general forms and styles commensurate with the Suffolk vernacular with a palette of materials and variations of scale and form in order to promote visual interest and distinctiveness.

The indicative layout and illustrative details have articulated these principles by showing a simple layout with housing generally facing onto the road or into designated shared spaces which would create a sense of enclosure and natural surveillance. A looped road and 'village street' arrangement would be accommodated around open spaces, providing focal points for the development including the large open 'meadow' area at the heart of the new estate. The simple 'phasing' and arrangement of built areas with permeable links would promote clear legibility.

Policy CS9 of the CS states that housing developments should make the best use of land by achieving densities of at least 30 dwellings per hectare (dph), unless there are "...special local circumstances that require a different treatment." In this instance the moderate density of the development varying between 17 and 35 dph is considered appropriate for this edge of town/urban fringe location, noting especially that in this instance the density of development could be proportionately related to potentially detrimental impacts upon the sensitive environs constraining the site; a lower density would mitigate against this.

The density and indicative layout proposed allows space for soft landscaping

and open spaces and would ensure that the development would not have a cramped appearance; this allows 'garden suburb' principles to be followed, as encouraged in Paragraph 52 of the NPPF. The density/quantum of development also enables the proposal to be of a size which can assimilate into the Eye settlement.

At this stage, a formal Design Review and/or Building for Life assessment has not been undertaken given that the scheme is in outline and it has been demonstrated that it is underpinned by sound urban design principles. These assessments could be undertaken at the reserved matters stage and would be encouraged.

Resilience to Climate Change (Flood Risk/Drainage and Building Performance/Renewable Energy)

The NPPF gives great weight to sustainable development, which is considered to be a 'golden thread' running through the planning system. Adaption to, and resilience against, climate change is a key consideration of sustainable development in the NPPF. This is echoed in the Core Strategy and associated Focused Review, which states that development should be designed to a high standard in terms of its sustainability.

The 'sustainability' of the proposal and its resilience to climate change can be broken down into a number of key issues, such as the accessibility of the proposed development and its design quality (discussed above), the scheme's resilience to climate and social change and the buildings performance. Other important aspects of sustainable development, such as ecology, open space provision and safeguarding heritage are discussed elsewhere in this report.

A key issue when considering 'resilience' is whether the development has been designed to adapt to issues presented by climate change, such as an increased risk of flooding from heavy rain or high energy prices. In this instance the application site is considered to fall within 'Flood Zone 1' and as such there is a very low probability (less than 1 in 1000 annually) of river or sea flooding.

However, due to the scale and residential nature of the proposal a detailed flood risk and drainage assessment/scheme has been submitted. Initial details relating to the management of surface water drainage (SuDS) have also been provided, however it is considered that precise and appropriate details can be secured by way of condition; where an objective assessment could be made based upon the final layout and scale of the development.

Where the application has been made in outline form, details relating to the overall sustainability and energy efficiency of the scheme cannot be objectively determined as this stage. However, such matters can be dealt with at the reserved matters stage when passive solar gain or renewable energy details, for example, can be explored and building performance would be better known at this detailed design stage. Consequently conditions are recommended to secure this in relation to both the residential and employment elements of the development.

Impact upon Residential Amenity

One of the core planning principles within paragraph 17 of the NPPF is that

Local Planning Authorities should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and this is also required by policy GP1 of the Local Plan.

The application is in outline with the layout reserved. The proposal is such that there would be sufficient room to ensure residential amenity is safeguarded for existing neighbours and future residents. The indicative layout shows a way that this can be achieved with clear building lines and adequate separation distances between proposed development and the existing properties that bound the application site.

The proximity of the estate road and detailed access points to nearby properties is noted but is not considered a justifiable reason for refusal. Notwithstanding this, the detailed layout of the scheme would be assessed at the reserved matters stage.

Concerns regarding the construction of the development have been noted. It is considered appropriate, as would be standard on most Major schemes, to secure agreed details of a suitable management plan.

OTHER MATTERS

Safeguarding from Major Accidents

The NPPF states at paragraph 172 that planning policies should be based on up-to-date information on the location major hazards and on the mitigation of the consequences of major accidents. Evidently the need to safeguard the public from the potential for major accidents is a key planning principle, which is reinforced by the Control of Major Accidents Hazards (COMAH) Regulations 1999 and 2015 (as amended); due regard has been paid to this consideration.

The application site lies to the south of the Eye Gas Compressor Station, which is located in the centre of the airfield. Given its proximity to the proposed development the Health and Safety Executive (HSE) planning advice for developments near hazardous installations (PADHI) needs to be considered.

Where a site is near to a hazard such as a gas compressor station, the local planning authority has a duty to refer the planning application to the HSE. The HSE will respond that they either 'Advise Against' (AA) or 'Don't Advise Against' (DAA) the granting of planning permission and the planning authority take this into account when making a decision on a planning application. PADHI uses a three-zone system: inner (IZ), middle (MZ) and outer (OZ). The risks and hazards are greatest in the inner zone and the restrictions to development the strictest.

In general, The HSE place stringent limits to hotel, retail, residential and high density employment uses within the inner zone. There are significant limitations for residential, retail and hotel uses in the middle zone too.

Whilst no formal comment has been received from the HSE, the applicant has nonetheless demonstrated through a revised indicative masterplan that the most vulnerable areas of the development would be outside of the OZ, which is the most preferable scenario and one which can be reasonably assumed to maintain the ongoing safety of future residents.

The recent comments of National Grid have been noted and taken into account, where a holding objection is raised on the basis of apparatus being within proximity to the proposed development. Notwithstanding this, the precise layout of the development is a matter reserved for consideration at a later date and there is no reason to consider that the development could not be adequately assimilated to an acceptable degree in this regard, where attention has been paid to the 'assets map' and supporting information contained within the submission of National Grid.

Land Contamination

The Corporate Manager - Sustainable Environment (Land Contamination) and the Environment Agency have not raised any objection to the proposal in this respect, but have requested conditions be attached to ensure the safe development and future occupancy of the site.

Crime and Disorder

Consideration has been given to the provisions of Section 17 of the Crime and Disorder Act, 1998, in the assessment of this application but the proposal does not raise any significant issues.

Biodiversity and Protected Species

In assessing this application due regard has been given to the provisions of the Natural Environment and Rural Communities Act 2006, in so far as it is applicable to the proposal and the provisions of Conservation of Habitats and Species Regulations 2010, in relation to protected species. In accordance with those comments received from the Suffolk Wildlife Trust, the application is considered favourably subject to the imposition of appropriate conditions.

Archaeology

As part of the application site lies within an Area of Archaeological Potential, the Suffolk County Council Archaeological team were consulted. It is noted that whilst no objection was raised, the imposition of a planning condition has been requested.

Environmental Impact Assessment (EIA)

Local planning authorities have a well-established general responsibility to consider the environmental implications of developments which are subject to planning control. Only those projects which are likely to have significant effects upon the environment will require an EIA.

In that respect this application was carefully considered against the relevant Town and Country Planning (Environmental Impact Assessment) Regulations.

Taking into account the selection criteria listed under Schedule 3 of those Regulations, a Screening Opinion has been issued (prior to the submission of this application) and it was concluded and advised that no EIA was required for the development proposed.

PLANNING OBLIGATIONS, VIABILITY AND AFFORDABLE HOUSING

Public open spaces are considered to be key elements of 'major' residential schemes, which accord with those garden suburb principles supported by the NPPF. The indicative layout identifies that a generous provision of such space can be achieved within the proposed development, given the lower density of dwellings per hectare. Play equipment would also be included and this also indicated on that plan. The precise design and layout would be dealt with at the reserved matters stage but obligations are recommended to secure the public open space, the provision of a play area and their ongoing management.

Given the likely pressure of the residential occupation of the scheme upon surrounding public open space in the vicinity, it is considered reasonable to require an obligation of £100,000, which has been agreed by the applicant, in order to support sports/changing facilities and related football pitch drainage in Eye.

Other contributions identified and agreed in negotiation with the applicant include:-

- **Education** - £1,768,253.
- **Pre-school provision** - £170,548.
- **Libraries** - £60,480.
- **NHS England** - £100,380.
- **Affordable Housing as agreed and accepted by the Council's Housing team (20%).**
- **Highway Safety Improvements** - £75,000.
- **Public transport** - £37,000.
- **Rights of way** - £46,150.
- **Travel Plan agreement and appropriate costings.**
- **That subsequent planning applications for the development of the site should be substantially in accordance with the provisions of the development brief.**

To allow for the development of the site over time, bearing in mind the viability of the proposal and the incremental impact that would result as the development progresses, a scheme for the phasing of the payments is proposed as set out below. This includes a date at which a pro-rata amount would be payable if the development has not reached the amount of development expected, such that services can be supported appropriate to the level of development. Such details as set out below have been agreed with the applicant.

Trigger Point	Obligation and Amount
Not later than occupation of the 25 th dwelling.	Education - 25% Pre-School - 50% NHS England - £25,000 Public Transport - 100%; subject to clawback if not spent within 5 years. Highway Safety Improvements - 100%.

Not later than occupation of the 125th dwelling, or on a pro rata basis 24 months from commencement of development.	Education - 25% Pre-School - 50% NHS England - £25,000 Libraries - £20,840 Public Rights of Way - 100% to be allocated across the three identified projects as necessary; subject to clawback if not spent within 5 years. Sports facilities/pitch drainage in Eye - £50,000.
Not later than occupation of the 175th dwelling, or on a pro rata basis 48 months from commencement of development.	Education - 25% NHS England - £25,000 Libraries - £40,000 Sports facilities/pitch drainage in Eye - £50,000.
Not later than occupation of the 225th dwelling, or on a pro rata basis 60 months from commencement of development.	Education - 25% NHS England - £25,380

The Community Infrastructure Levy (CIL) Regulations (2010) state that after 6 April 2015 no more than five s106 obligations can be 'pooled' for the funding or provision of an infrastructure project or type of infrastructure. The Regulations require that s106 obligations must be specific and identify the infrastructure project that the contribution will fund.

In accordance with those Regulations, the obligations recommended to be secured by way of a planning obligation deed are (a) necessary to make the Development acceptable in planning terms (b) directly related to the Development and (c) fairly and reasonably relate in scale and kind to the Development.

The entirety of the application site lies within the Eye Airfield Strategic Site identified in the MSDC CIL Charging Schedule (2016). Development within Strategic Sites pays £0 CIL and instead delivers necessary infrastructure and other mitigation through a s106 legal agreement. Therefore the development is not liable for a charge under the Levy.

Viability and Affordable Housing

A key principle of planning is that proposals for residential development must be deliverable. This is encapsulated by Paragraph 173 of the NPPF, which states the following:

"Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable development to be deliverable."

The PPG states that where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken. Where an applicant is able to demonstrate to the satisfaction of the Local Planning Authority that the planning obligation would cause the development to be unviable, the Local Planning Authority should be flexible in seeking planning obligations.

In this instance the applicant has submitted a viability appraisal which has been assessed by the Council's own viability consultant. Whilst the applicant/developer could account for and meet those costs associated with the planning obligations outlined above, there has been difficulty in providing a balance that would both secure a reasonable level of profit against the Council's requirement for a 35% affordable housing provision.

Following a significant level of discussion, it has been demonstrated to the satisfaction of your officers that the scheme cannot be viewed as being viable and deliverable where a requirement for 35% is rigidly held, given the high costs associated with both meeting key requirements for infrastructure and the need to service the site in order for it to be developed.

The submitted scheme for up to 280 no. homes and the provision of a 60 no. bed care home, with a delivery of 20% affordable housing, including the contributions as set out above, does however offer an acceptable return to the landowners and projects a reasonable profit for the development. In order to meet this, the mix and precise tenure of those affordable units has been considered carefully, where a greater provision of 'starter homes' has been allowed for.

Starter homes fall under the definition of Intermediate Affordable Housing in Annex 2 of the NPPF and are likely to become more prevalent and desirable in the future, given the recent royal assent of the Housing and Planning Bill.

The proposal does then represent a reduction in the level of affordable housing from that required by the development plan. However, the NPPF is clear at paragraph 173 that development should not be subject to such obligations and

policy burdens that their ability to be developed viably is threatened; developer profit is therefore a key element of a scheme's viability. Furthermore, at paragraph 176 the NPPF goes on to state that "where safeguards are necessary to make a particular development acceptable in planning terms, the development should not be approved if the measures required cannot be secured through appropriate conditions or agreements". In the light of this it is considered that the infrastructure requirements are necessary for the development, and although contrary to policy the reduction in affordable housing is necessary to ensure that this development is both viable and capable of delivery.

It is therefore considered that the proposal, with a reduced level of affordable housing, should not be considered as unacceptable in this respect.

PLANNING BALANCE AND CONCLUSION

At the heart of the balancing exercise to be undertaken by decision makers is Section 38(6) of the Planning and Compulsory Purchase Act 2004; which requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise.

The development would have a number of significant benefits, including the delivery of a major quantum of housing in a sustainable location at a viable mix of both open market and affordable units. When taken as a whole, and as a matter of planning judgment, the proposal is considered to adhere to the development plan (where those applicable policies are considered to be consistent with the NPPF), other material planning considerations including the NPPF, and imposed statutory duties and responsibilities. The proposal is consequently considered to represent a sustainable form of development, where there exists a presumption in favour of such development in accordance with paragraph 14 of the NPPF and Policy FC1 of the Core Strategy Focused Review.

This presumption in favour of sustainable development is further reinforced by advice relating to decision-taking in the NPPF. Paragraph 186 of the Framework requires Local Planning Authorities to "*approach decision taking in a positive way to foster the delivery of sustainable development*". Paragraph 187 states that Local Planning Authorities "*should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible*".

In the absence of any justifiable or demonstrable material consideration indicating otherwise, it is considered that the proposals are therefore acceptable in planning terms and a positive recommendation to Members is given below.

RECOMMENDATION

- (1) That the Planning Lead - Growth and Sustainable Planning be authorised to secure a planning obligation under Section 106 of the Town and Country Planning Act, 1990, to provide:-
 - Provision and management of public open space/play equipment;

- Affordable Housing as agreed (20%);
- That subsequent planning applications for the development of the site should be substantially in accordance with the provisions of the development brief;
- Travel Plan details and provision, as agreed with SCC;
- Education - £1,768,253
- Pre-school provision - £170,548
- Libraries - £60,480
- NHS England - £100,380
- Highway Safety Improvements (Town Centre, Primary and High Schools) - £75,000;
- Public transport - £37,000;
- Rights of way - £46,150;
- Sports facilities/pitch drainage in Eye - £100,000.

(2) That, subject to the completion of the Planning Obligation in Resolution (1) above, the Planning Lead - Growth and Sustainable Planning be authorised to grant Planning Permission subject to conditions including:-

General

- Time limit for reserved matters (standard)
- Definition of reserved matters
- Approved plans; red-lined SLP and masterplan (only in so far as relating to access)
- Quantum of residential development fixed to a maximum of 280 no. dwellings
- Maximum height of care home to be two storeys
- Development to be completed in accordance with ecology details
- Piling or any other foundation designs using penetrative methods shall not be permitted, unless otherwise agreed

Prior to commencement/installation (where relevant)

- External lighting/illumination details
- Archaeology WSI/Assessment
- Waste management/recycling details
- Foul and surface water drainage details
- Arboricultural method statement/tree protection details
- Landscape management plan
- Fire hydrant provision details
- Construction management plan
- Land contamination strategy, investigation and remediation (if necessary)
- Land contamination monitoring and maintenance plan
- Provision of alternative habitat for Skylarks

Concurrently with Reserved Matters

- Phasing details (inc. trigger points for each successive phase)
- Proposed levels and finished floor levels details
- External facing materials details
- Energy efficiency/BREEAM details
- Hard landscaping scheme (inc. boundary treatments and screen/fencing details)
- Soft landscaping scheme

- Emergency access treatment/management details
- Refuse bin details

Highways

- Parking, manoeuvring, and cycle storage details
 - Parking to be in accordance with adopted standards
 - Roundabout access details
 - School drop-off and zebra crossing details
 - Surface water discharge prevention details
 - Estate roads and footpaths details and implementation requirements
 - HGV/deliveries management plan
- (3) That, in the event of the Planning Obligation referred to in Resolution (1) above not being secured the Planning Lead - Growth and Sustainable Planning be authorised to refuse Planning Permission, for reason(s) including:-
- Inadequate provision of infrastructure contributions which would fail to provide compensatory benefits to the sustainability of the development and its wider impacts, contrary to the development plan and national planning policy.

Philip Isbell
Professional Lead - Growth & Sustainable Planning

Steven Stroud
Senior Planning Officer

APPENDIX A - PLANNING POLICIES

1. Mid Suffolk Core Strategy Development Plan Document and the Core Strategy Focused Review

- Cor1** - CS1 Settlement Hierarchy
- Cor2** - CS2 Development in the Countryside & Countryside Villages
- Cor5** - CS5 Mid Suffolks Environment
- Cor3** - CS3 Reduce Contributions to Climate Change
- Cor4** - CS4 Adapting to Climate Change
- Cor6** - CS6 Services and Infrastructure
- Cor7** - CS7 Brown Field Target
- Cor8** - CS8 Provision and Distribution of Housing
- Cor9** - CS9 Density and Mix
- CSFR-FC1** - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT
- CSFR-FC1.1** - MID SUFFOLK APPROACH TO DELIVERING SUSTAINABLE DEVELOPMENT
- CSFR-FC2** - PROVISION AND DISTRIBUTION OF HOUSING

2. Mid Suffolk Local Plan

- CL6** - TREE PRESERVATION ORDERS
- CL8** - PROTECTING WILDLIFE HABITATS
- H17** - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION

- GP1 - DESIGN AND LAYOUT OF DEVELOPMENT
- RT12 - FOOTPATHS AND BRIDLEWAYS
- HB13 - PROTECTING ANCIENT MONUMENTS
- H2 - HOUSING DEVELOPMENT IN TOWNS
- T9 - PARKING STANDARDS
- T10 - HIGHWAY CONSIDERATIONS IN DEVELOPMENT
- H4 - PROPORTION OF AFFORDABLE HOUSING IN NEW HOUSING DEVELOPMENT
- H15 - DEVELOPMENT TO REFLECT LOCAL CHARACTERISTICS
- H14 - A RANGE OF HOUSE TYPES TO MEET DIFFERENT ACCOMMODATION NEEDS
- H17 - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION
- H13 - DESIGN AND LAYOUT OF HOUSING DEVELOPMENT
- E9 - LOCATION OF NEW BUSINESSES

3. **Planning Policy Statements, Circulars & Other policy**

NPPF - National Planning Policy Framework

APPENDIX B - NEIGHBOUR REPRESENTATIONS

Letters of representations have been received from a total of 37 interested parties.

The following people **objected** to the application

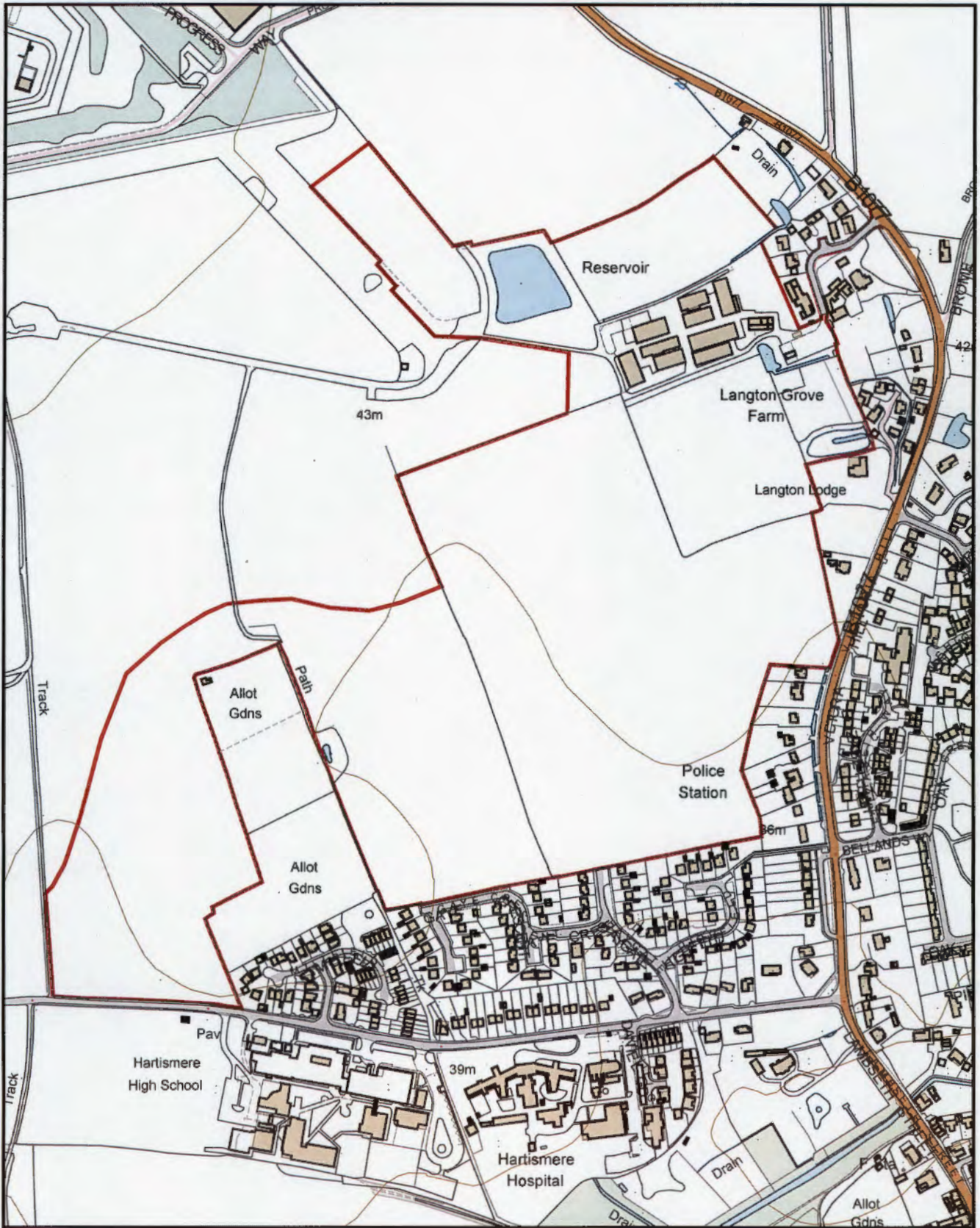
[Redacted list of names and addresses]

[Redacted]

The following people **supported** the application:

The following people **commented** on the application:

) [Redacted]



Title: Committee Site Plan
Reference: 3563/15
Site: Land at Eye Airfield, Castleton Way, Eye



MID SUFFOLK DISTRICT COUNCIL
 131, High Street, Needham Market, IP6 8DL
 Telephone : 01449 724500
 email: customerservice@csduk.com
www.midsuffolk.gov.uk

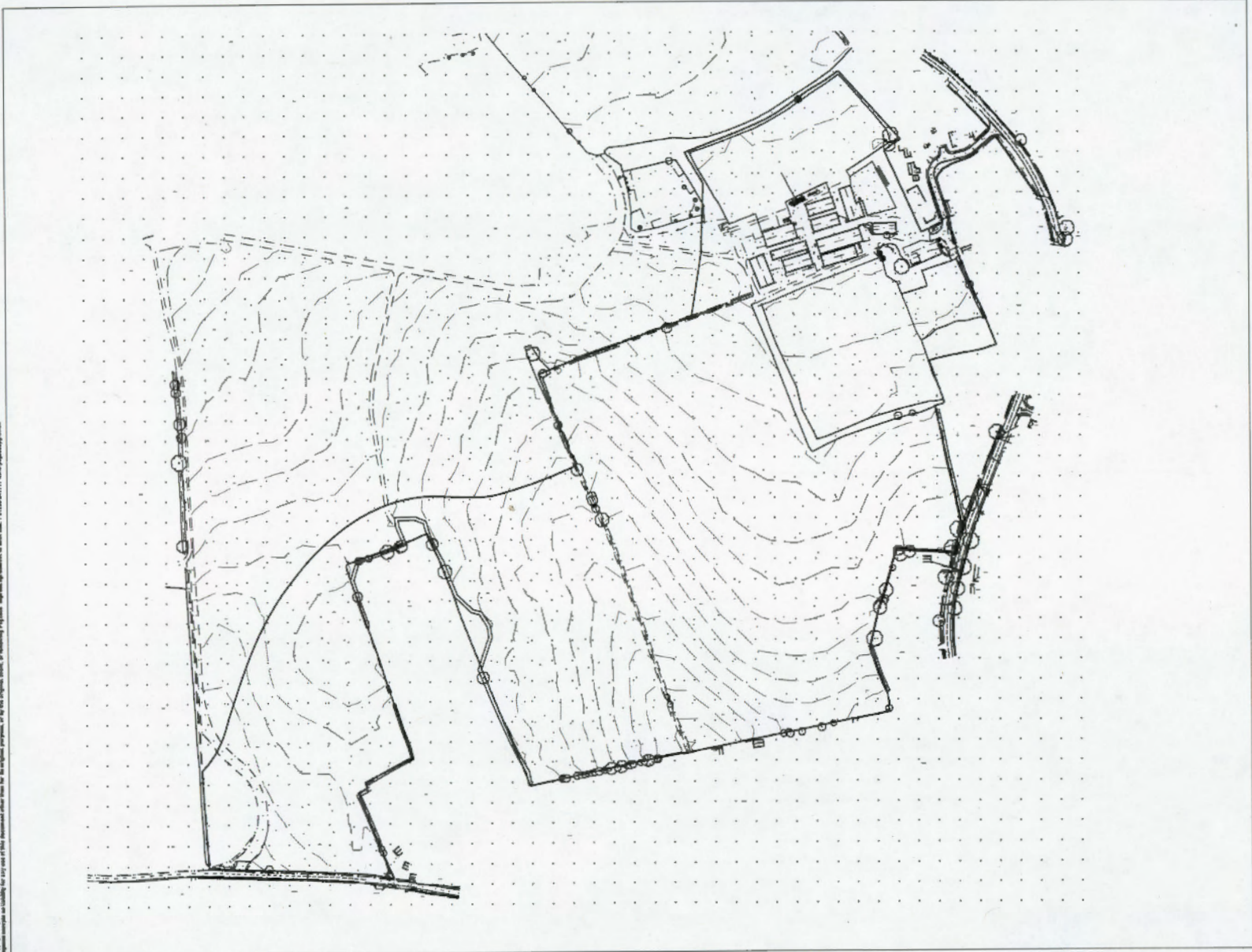


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KEY
 [] SITE LOCATION

30

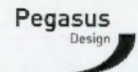
LAND TO THE SOUTH OF EYE AIRFIELD - TOPOGRAPHICAL SURVEY







KEY
 □ SITE LOCATION

LAND TO THE SOUTH OF EYE AIRFIELD - SITE LOCATION PLAN





LEGEND

-  Site boundary
-  Parcel designations

Entire area displayed lies within National Character Area 83 - South Norfolk and High Suffolk Claylands











Level 2 Suffolk Landscape Character Assessment, Suffolk County Council (2008, 2011)

Landscape Typologies

-  Wooded valley meadowlands and fens
-  Ancient plateau claylands
-  Rolling valley claylands
-  Plateau claylands
-  Rolling valley farmlands and furze

Landscape Baseline Appraisal (2011), Mid Suffolk District Council

Character Areas Within Eye Airfield

- | | | | |
|---|-------------------------|---|--------------------------|
|  | Brome triangle |  | Agricultural |
|  | Industrial/agricultural |  | Rural lane |
|  | Industrial/employment |  | Langton Grove |
|  | Open plateau/industrial |  | Eye setting and approach |
|  | Industrial/agricultural |  | Eye |

Revisions:
A- 02/10/2015 JB Revised Site Boundary



0 1 km

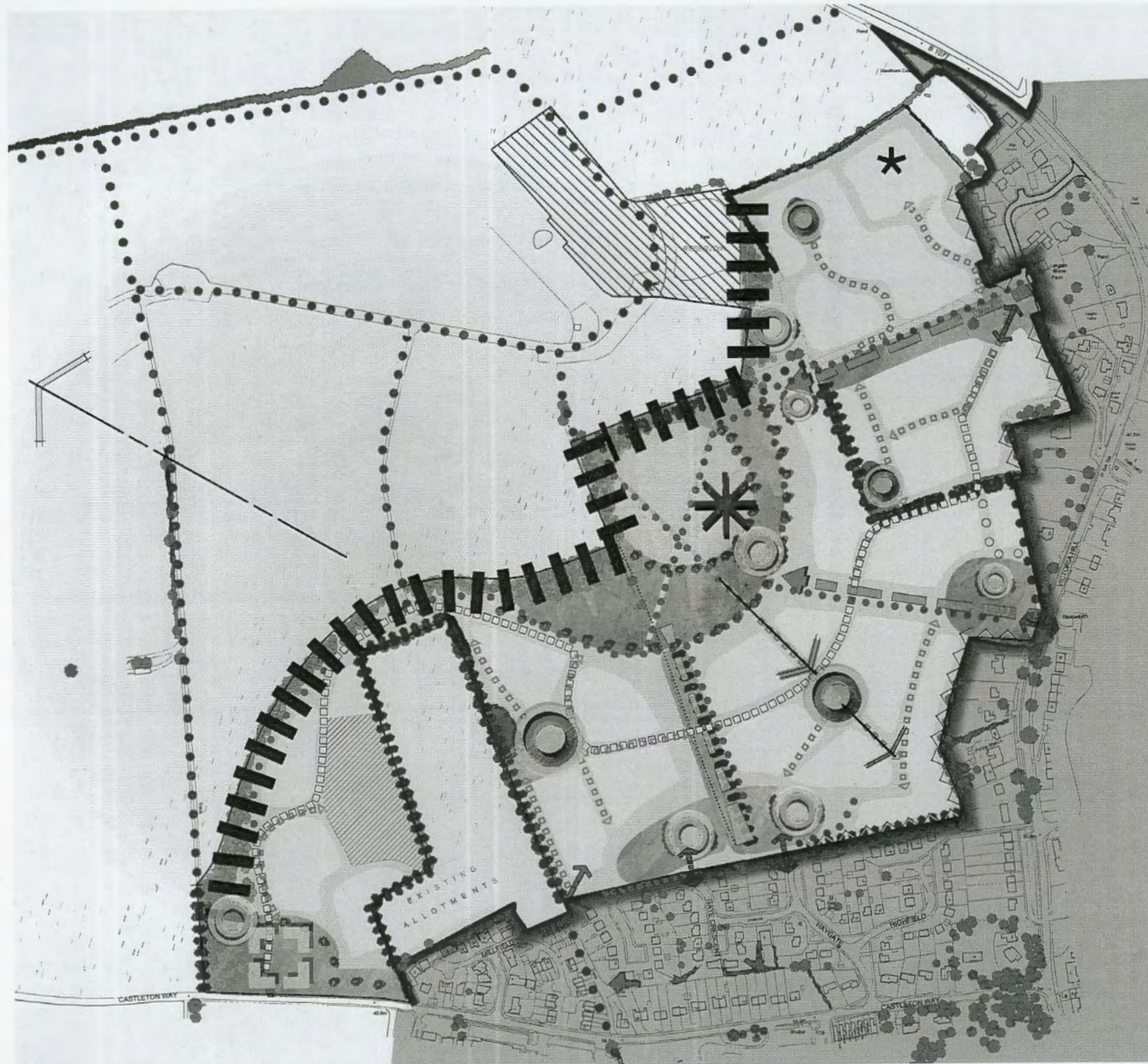
Land south of Eye Airfield Eye, Suffolk
Fig. 4 Landscape Character

TW Baldwin

www.pegasuspg.co.uk
Team JB/JC
08 June 2015
1:20000 @A3



Bir.4580_04A



LEGEND

- | | | | |
|--|---|--|---|
| | Site boundary | | Proposed boundary reinforcement and setback zone |
| | Settlement edge of Eye | | Proposed attenuation basins and associated landscaping |
| | Existing green vegetation | | Proposed Sustainable Urban Drainage Corridor and Greenway |
| | Views to existing wind turbines | | Proposed housing zones |
| | Key view | | Proposed location of 60-bed care home |
| | Existing public rights of way | | Area of archaeological interest |
| | Proposed primary streets | | Possible site of relocated farm buildings |
| | Proposed open space | | |
| | Proposed central open space 'The Meadow' | | |
| | Proposed green gateway | | |
| | Proposed feature greenway corridor | | |
| | Proposed secondary green network | | |
| | Proposed green 'Pocket Park' | | |
| | Proposed pedestrian links to settlement | | |
| | Potential diversion of public footpath | | |
| | Pedestrian and cycle (only) gateway | | |
| | Proposed structural planting | | |
| | Proposed strategic woodland buffer | | |
| | Proposed hedgerow reinforcements to remnant co-axial field patterns | | |

Revisions:
E 02/10/2015 36 Revised Site Boundary



Land south of Eye Airfield,
Eye, Suffolk

Fig. 6 Landscape Strategy

Mr. T. Balchin









www.pegasusdesign.co.uk
Team: JAUB/LH
28 August 2015
Scale: 1:2500 @A2



BIR.4580_10E



LEGEND

-  Site boundary
-  Parcel designations
-  Existing wind turbines
-  Conservation Area
-  Scheduled Monument
-  Special Landscape Area (CL2)*
-  Public open space (RT3)*
-  Visually important open space (SB3)*

Mid-Suffolk District Council Local Plan (1998)*

Revisions:
A- 02/10/2015 36 Revised Site Boundary



0 1 km

Land south of Eye Airfield
Eye, Suffolk

Fig. 1 Site Location and
Planning Designations

TW Balfour

www.pegasuspg.co.uk
Team: JPA/JAB
08 June 2015
1:20000 @A3



BIR.4580_01A



LEGEND

-  Site boundary
-  Parcel designations
-  Public footpath
-  Public bridleway
-  Recreational trail
-  National Cycle Route
-  Viewpoint locations

Revisions:
A- 02/10/2015 JB Revised Site Boundary



0 1 km

Land south of Eye Airfield
Eye, Suffolk
Fig. 2 Viewpoint Locations
and Public Rights of Way

TW Baldwin

www.pegasuspg.co.uk
Team: JPUAUB
08 June 2015
1:20000 @A3



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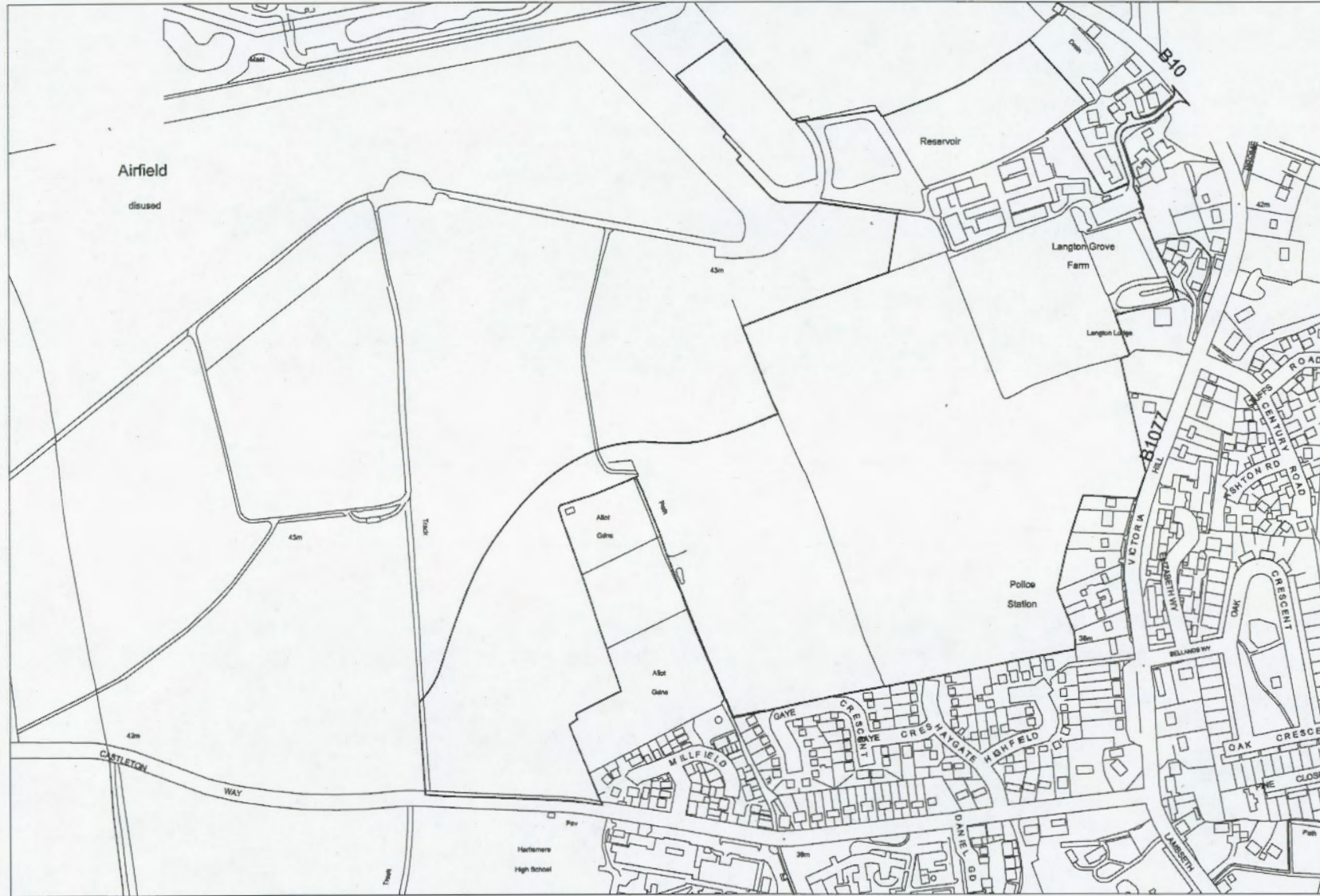
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- KEY**
- SITE BOUNDARY
 - RESIDENTIAL - 280 DWELLINGS
 - CARE HOME - 60 BED
 - MAJOR POINT OF VEHICULAR ACCESS
 - MINOR POINT OF VEHICULAR ACCESS FOR CARE HOME AND 15 RESIDENTIAL PROPERTIES ONLY
 - PEDESTRIAN/EMERGENCY ACCESS ONLY
 - POTENTIAL PEDESTRIAN/CYCLE LINKS
 - EXISTING PUBLIC FOOTPATHS
 - POTENTIAL DIVERSION OF PUBLIC FOOTPATH
 - POTENTIAL CHILDREN'S PLAY AREA
 - OPEN SPACE
 - PROPOSED TREE BELT
 - EXISTING TREES AND HEDGEROWS RETAINED
 - BUFFER TO EXISTING PROPERTIES - MINIMUM 18m 'BUILT FORM SETBACK'
 - POTENTIAL ATTENUATION PONDS

LAND TO THE SOUTH OF EYE AIRFIELD - INDICATIVE MASTERPLAN





LAND TO THE SOUTH OF EYE AIRFIELD - SITE LOCATION PLAN



EYE TOWN COUNCIL

c/o 5 Field House Gardens, Diss, Norfolk, IP22 4PH
 Tel: 01379 651898 Email: townclerk@eyesuffolk.org
Town Clerk: Roz Barnett

Ian Ward
 Planning Services
 Mid Suffolk District Council, 131 High Street,
 Needham Market, Suffolk,
 IP6 8DL

Tuesday, 10 November 2015

Subject: Consultation on Planning Application 3563/15

Dear Mr Ward,

An Extraordinary meeting of the Eye Town Council held on Wednesday 4th November 2015 decided to object to planning application 3563/15.

The Council's detailed reasons for its objection are set out in the attached paper. That paper together with this covering letter constitutes the Council's response to the consultation.

Over the last year the Town Council has taken a constructive role in the development proposals for this site. This involvement has included chairing/participating in place-shaping meetings, supporting an exhibition run by Pegasus in December 2014, organising a public event in March 2015 attended by Pegasus and MSDC and a Saturday public information event supported by MSDC. In addition, members of the town Council have met with Pegasus sometimes in conjunction with MSDC officers. In summary, the Town Council has taken a very active and constructive role in the development of proposals that would have a dramatic impact on Eye, its people, services and surroundings. This single development represents a growth of some 30% in the population of the Town.

The Town Council, and indeed many people in the Town, see development as necessary to ensure a sustainable future for Eye. The decision to object does not reflect a general opposition to development but arises specifically from the inadequacies of the application itself.

These are some of the principal concerns leading to the Eye Town Council's decision to object:

The Eye Airfield Development Framework and the Planning Position Statement have not been subject to inspection and therefore do not have the authority assumed in the application;

The application for outline planning permission was validated and the consultation process initiated prior to the Development Brief being adopted by MSDC. Indeed, the consultation period for the development brief concludes ten days after the planning consultation. The Town Council is being asked to consider an application where most matters are reserved and where there is no agreed Design Brief. The Town Council considers this process flawed. All of the place-shaping work and public consultation could be ignored and the actual development be materially different. This risk is compounded because the applicant is not the developer. The Town Council considers that MSDC must insist on a revised application with much greater level of detail.

Despite the extent of the engagement with Pegasus and MSDC, no proposal for a care home was raised with the Town Council until the 25th September. There was no reference to a care home in the first draft of the Development Brief and there is only scant reference in the second draft and the planning application itself. No specific policy justification is presented neither is there any supporting data. This proposal is seen as unnecessary especially given the strong level of local supply. The proposed three storey structure is at odds with the policy of low rise structures and its proximity to, and possibly location within, the HSE exclusion zone render it unacceptable.

The failure to consult at all on the care home proposal means that the consultation with the Town Council and local people has been inadequate;

The present level of pressure on the local road system is obvious to all living and working in the area. There are particular concerns relating to the connections to the A140. It is not surprising that one of the principal concerns for local people is the additional pressure that will result from the proposed development. The assertion in the application that the development will not have a material impact on traffic particularly in respect of the A140 is not credible. We would be astonished if the County Council did not challenge this conclusion. The application itself records that the survey results are at odds with local experience.

There are many concerns about the ability of local services to cope with population growth of the scale proposed. There has been no consultation with the Health Centre regarding impact and capacity and this is a particular concern.

The attached document sets out further detail in support of the Town Council's objection.

Yours Sincerely

Cllr Peter Gould
Chair of Strategic Planning

Roz Barnett
Eye Town Clerk



EYE TOWN COUNCIL

Whilst the Town Council supports development in Eye the Eye Town Council decided unanimously to object to the planning application 3563/15 at its Extraordinary Meeting on the 4th of November 2015.

The Town Council has been engaged with the Pegasus and Mid-Suffolk for some 15 months and have presented the Town's views and concerns on numerous occasions. The Town Councillors feel that the outline planning permission does not sufficiently address these concerns and objects for the reasons detailed below:-

PLANNING APPLICATION APPRAISAL 4.11.2015

	Issues of Concern to public and Eye Town Council	What the Application says
	Section 1 - Type of Housing	
1.1.	There should be adequate affordable housing	The application acknowledges the MSDC policy of <35% affordable homes, reports MSDC's record against this target and proposes how the 35% allocation might be divided across different housing types. The application states that delivery of affordable targets is contingent on the viability of the development. The application states that MSDC officers have accepted that the proposed care home would be included in calculations of affordable provision.

The Town Council strong supports the MSDC policy of 35% of affordable housing. There are currently 98 people on the council housing list in the Eye area who need affordable housing. The Council objects to the inclusion of the proposed care home itself and to the proposal to count this provision as contributing to the affordable housing target.

1.2	There should be a housing needs assessment to find out what local people need	The proposals do not arise from a local assessment of need but from the need for MSDC to respond to nationally derived housing growth targets.
Mid- Suffolk are required to ensure within development that there is a wide choice of high quality homes. The Town Council has seen no locally-derived objective assessment of need to support the number of houses or scale of the development.		
1.3	That the housing provision will be mixed with a high proportion of family homes; would include some provision for single persons and would include accessible housing - accessible both in terms of affordability and also provision for people with disabilities	An indicative mix of housing types is given in the application. The majority of properties are 3 and 4 bedroom (194) while there are 60 2 bedroom and 26 1 bedroom. The application show how 35% affordable homes could be made up.
<p>The Town Council has continually raised concerns about the mix of housing on the development. Mid- Suffolk is required to ensure within development that there is a wide choice of high quality homes. The Planning framework states that there should be</p> <ul style="list-style-type: none"> • <i>plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their-own homes);</i> • <i>identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and</i> • <i>where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified</i> <p>The Town Council has seen no local evidence from Pegasus or Mid-Suffolk to support the mix of houses detailed in the outline brief. The Councillors would like to see some properties with outbuildings which can act as workshops or home offices and properties with annexes or 'granny flats' so that families are able to stay together.</p>		
1.4	That the development will feature a mix of housing styles harmonious with the local vernacular. We would encourage the use of economic, innovative constructive methods provided the quality of both design and construction is high. We would least like to see standard estate designs or pastiches of East Anglian building	<p>The application states "The indicative design and layout of the houses has been influenced by the existing character of Eye. This has been achieved by using the following design objectives:</p> <ul style="list-style-type: none"> • Provide a residential development of detached, semi-detached and terraced houses, contained within an integrated landscape setting; • Develop a sustainable, carefully considered and sensitive

		<p>scheme that reflects the character of Eye;</p> <ul style="list-style-type: none"> • Provide an integrated network of streets with pedestrian access from both Haygate and Victoria Hill; • Provide a green corridor linking the public open space to Haygate and providing a woodland corridor towards the west on Castleton Way; and • Retain mature hedgerows and trees, and incorporate additional hedgerows and trees into the proposed scheme. <p>The detailed design is a reserved matter.</p>
--	--	--

The Town Council feel that the draft design brief does not indicate good design as it does not take into account the character of Eye. There is nothing in the design that reflects the distinctiveness of Eye.

The planning frame work states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. It also states that in rural areas that the design should

- *be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;*
- *reflect the highest standards in architecture;*
- *significantly enhance its immediate setting; and*
- *be sensitive to the defining characteristics of the local area.*

There is also no mention of conserving and enhancing the historic environment, as this development is located on a historic airfield site, no mention is made about how this will be acknowledged. The Town Council also has grave concerns about the detailed reserved matters.

Section 2 - Environmental Impact		
2.1	A smaller number of houses than that proposed would benefit the environment	The proposal now includes 280 houses and a 60 bed care home.
The Town Council has seen no local evidence to support the number of houses or scale of the development.		
2.2	Ensure houses are energy-efficient – a minimum level of renewable energy including ground-source, solar panels.	No reference found

42.

	That the housing is designed to be climate-smart, minimising energy consumption and utilising solar gain. We would like to see provision for water storage and grey water usage. We would welcome innovative approaches to environmental management.	
Eye Town Council has stated that it wishes to see housing developed that would support the move to a low carbon future. The Council would like to see included in the planning application a new development which reduces climate change impact.		
2.3	Include as many hedges and trees as possible – use indigenous species – integrate existing habitats – encourage bees and create sanctuaries for wildlife - use mature trees and plants to minimise delay – ensure future maintenance is funded by the developer	<p>The application states that “The Indicative Masterplan illustrates the potential to provide open space at the heart of the development incorporating new walking and cycling links as outlined above. Open spaces are proposed along the north west boundary of the site with woodland buffer planting, along with a sports park/common located in this position. There are then green corridors known as ‘greenways’ that radiate out from the common to Victoria Hill and Castleton Way which provide surface water drainage features and pedestrian and cycle access through into and out of the site. There is 11.1 ha of on-site public open space and strategic landscaping for use by both existing and future residents of the area. This will be supplemented by landscape proposals as part of a future reserved matters application.</p> <p>To mitigate any impact the application proposes landscaping along all boundaries of the proposed development, and the introduction of planting to maintain and improve the green buffer to the edge of the development. The buffer will include indigenous planting along the boundaries and within the site. The ecological report that accompanies this application demonstrates that this provides appropriate mitigation.”</p>
Eye Town Council welcomes the plans for open spaces and green ways as proposed on the outline planning permission. They would also like to see some additional planting on the Eastern boundary to create some additional natural screening.		
2.4	That there are spaces designed for wheelie bins. That there are recycling facilities and other facilities including car-charging points.	No reference found

Eye Town Council would like to see spaces for wheelie bins and a recycling facility included in the design. The facilities for electric/hybrid vehicle charging and drop off should be considered early in the plans. At the very least the appropriate power connections should be laid so that communal and individual charging stations can be installed easily once the requirements of the next few years becoming clearer.

	Section 3 - Infrastructure	
3.1	Roads and Traffic Management	<p>The application does not properly acknowledge future plans for the area – specifically, the commercial development of the airfield. There does not appear to be any recognition of the proposed Gas Fired power station recently agreed by the Secretary of State. The application states that “There are not considered to be any other additional committed developments in the area which need to be accounted for in background traffic growth.”</p> <p>The applicants argue that It is considered that the development will have an acceptable impact on, and relationship to, existing transport infrastructure. The residual cumulative impacts on development would not be severe in their view.</p> <p>The applicants also assert that “The traffic impact assessment on the surrounding highway network has shown that the proposals will have a non-material impact in the future year 2020 with all junctions operating within acceptable capacity. It is acknowledge that the model of the B1077/A140 junction is not replicating the queues currently experienced on site. Further analysis of video and on-site observations suggest that this is due to the high proportion of HGVs at this junction. The proposed development will not add to the number of HGVs at the junction. In addition, the access strategy into the site has been designed as such to minimise the traffic associated with the development which uses the B1077 approach to the junction.</p>

The Town Council would argue that the residual cumulative impacts of development are severe. The Pegasus traffic impact assessment does not take into account the increased traffic as a result of the newly approved Power Station, and the industrial growth predicted on the Eye Airfield within Mid-Suffolk’s planning documentation. Pegasus, Mid- Suffolk and Suffolk County Council need to produce a more comprehensive traffic impact assessment that looks at the area holistically and actually addresses that problems that already exist and will be further exacerbated by the development.

44.

3.2	Improved access to the A140 is essential	There are no proposals to improve access to the A140
The Town Council, surrounding parishes and residents have identified access to the A140 as a problem at peak times. This reality is denied in the application.		
3.3	Langton Grove should not be used as access to the development – visibility is poor and there is danger for Nursery users The care home will give have a significant impact in its operations	Langton Grove would provide access for 60 bed care home and 15 houses. The applicants state that “Care Homes have a very low vehicle trip generation. The proposals limit the expected peak hour vehicle movements to 18 vehicles in each peak period. This is the comparative to Langton Grove serving an additional 37 residential dwellings in terms of trip generation”
The Town Council stated that the increased traffic that would be required for a 60 bed care home would have a significant impact on the traffic in Langton Grove and would be to the detriment of existing residents. The Town considers this to be excessive and unsafe as there is a nursery already located on the cul-de-sac. The intention to reduce the forward visibility at Langton Grove from 90m to the Manual for streets recommendation renders the junction unsafe, The SCC Manual fir Streets is intended for new estate roads not existing highways. SCC as consultee should pick this up as the threat to safety is considerable.		
3.4	Castleton Way will need to be improved to provide better lighting and crossing facilities, better access to the allotments	The Castleton Way access will include a footway extension along Castleton Way and pedestrian crossing point.
The Town Council welcomes the footway extension and pedestrian crossing on Castleton Way. The Town Council would like to suggest that the applicant considers improving the footpath/bridleway to the allotments and reinstatement of the wildlife pond on the Western edge of the development.		
3.5	Castleton Way will become congested if it is the only access to the development	It is proposed that Langton Grove will provide access for the care home and 15 houses.
The Castleton Rd access is very close to the high school the Town Council are concerned about the traffic build up in this area and would request that Suffolk Highways are approached to produce a costed plan for improvements immediately so these costs are presented to the developer.		
3.6	Concern about the safety issues for schools – safe walking routes and safe drop-off and collection points	The application states “It is considered that a school drop off area could be incorporated within land under the owners control on the northern side of Castleton Way if there is a desire/need for such a facility.”
The Town Council would welcome the exploration of measures to reduce congestion on Castleton Way in consultation with head teacher, governors and highways. In addition further consideration will be required to deal with the increased traffic outside St Peter and St Paul primary school as a result of additional pupil numbers.		
3.7	Concern about the impact of construction traffic	The application states that “It is recognised that the development of the

		<p>application site may cause some disruption to existing residents in the area. The applicant proposes a condition requiring the submission and approval of a construction management plan prior to commencement. This will include hours of operation, construction access arrangements, site operative parking and community liaison arrangements.”</p> <p>The application also states “It should be noted that the development construction will be phased. The total build out duration is not known at this stage but it is expected to be between 3 and 5 years.”</p>
<p>The Town Council would like to see a Travel Plan that includes the impact of site traffic for the Power station industrial development on Eye Airfield and the housing development.</p>		
3.8	<p>The pathways and cycle routes should be improved and extended</p>	<p>The application states that There will be a pedestrian and cycle network throughout the site, linking the northern parcel off Langton Grove with the southern parcel off Castleton Way. The proposed development will improve accessibility on foot and cycle providing landscaped routes that connect to the wider area, which do not exist at present. The Indicative Masterplan demonstrates that a fully permeable site can be created providing pleasant walking routes for residents of the new development and existing residents of Eye.</p>
<p>The Town Council welcomes the proposals for pathways and cycle routes and requests that consideration be given to improving the current bridleway/footpath to the allotments as this will become a major walkway to the town.</p>		
<p>Broadband is a priority service for households now. The Town Council would like to ensure Fibre is laid alongside other utilities during the groundworks stage. This is hugely cost effective in comparison to retro connecting properties and will make the homes more attractive to buyers.</p>		
	<p>Section 4 - Site design and layout</p>	
4.1	<p>Buffer Zone around the power station identified that no buildings over two storeys or vulnerable people be housed in this area.</p>	<p>Care Home proposed for Buffer Zone.</p>
<p>It appears that the proposed care home would lie within the HSE exclusion zone. The paperwork is ambiguous/contradictory and clarification is required.</p>		

4.2	That the layout and lighting of the development is designed to create a safe environment. That road layouts and crossings promote safety for elderly and children	No mention
Eye Town Council would like to see this how this point was addressed within the Outline Planning Application.		
4.3	That the road layout on the development is accessible to public transport.	The application states that "The existing transport conditions have been considered. These include all transport modes from non-motorised users (pedestrian and cyclists) to public transport and the road network. It is considered that the site is well located in relation to the existing transport network. There is a well-established and well connected walking and cycling network. The bus routes provide services to key local destinations and are accessible within 400m of the site."
Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Eye Town Council has seen no evidence to support the claims that the existing bus services are adequate and that there has been consideration by current operators to whether an additional stop will be required on the new development.		
4.4	That the configuration of the development and the traffic management scheme gives priority to the use of Castleton Way. We need to balance the desire to keep people using the Town for shopping and socialising with the need to minimise the impact on critical junctions. That the development is well linked to the Town – especially the schools - with walking and cycling connections. There is a need to encourage new residents to be 'Eye-facing' with easy access to shops and facilities	Castleton Way will be the sole access for 265 houses The application states that "The proposed development will improve accessibility on foot and cycle providing landscaped routes that connect to the wider area"
Eye Town Council supports housing growth and recognises that residential development can play an important role in ensuring the vitality of our Town Centre. The Town Council however expected the design brief and outline planning permission to explicitly describe how the residents of the new development would be encouraged to use the shops and facilities of Eye. There are no proposals to this end.		

4.5	That there are well-designed and positioned areas for children's play	The application states "Play Facilities: the provision of a Local Equipped Area of Play (LEAP) and a Local Area of Play (LAP) which will be subject to an appropriate management regime."
The Eye Town Council welcomes the addition of play facilities but would want clarification of the statement 'subject to an appropriate management regime' Who will own and be responsible for these areas and what ongoing resource will be allocated to their upkeep?		
4.6	That there is adequate parking provision including for visitors. Opportunities for anti-social parking should be minimised. Preferably parking would be to the rear of properties	This outline application has considered guidance contained in the Manual for Streets and the Suffolk Guidance for Parking 2014 when drawing up the indicative masterplan and the proposed density of development. While the detail relating to car and cycle parking will be formalised through a future Reserved Matters application(s) this outline application does comply with Saved Policy T9 of the Local Plan and guidance set out within the Manual for Streets and the Suffolk Guidance for Parking 2014
Eye Town Council are very concerned that the density of the cars is a reserved matter and would like to have further clarity on this matter as so many new estates are blighted by insufficient parking for cars.		
4.7	Langton Barn a listed barn structure is adjacent to the site and is in desperate need of restoration	Not mentioned in outline planning permission
There are unactioned enforcement notices relating to this structure. The Town Council would like to see an imaginative approach to safeguarding this historic asset included in the application.		
Section 5 - Health Provision		
5.1	The facilities at the health centre and the hospital should be extended. There should be more doctors	Application recognizes that the provision of up to 280 new dwellings and a care home in this location will increase the use of existing health and education uses.
5.2		The application states that "Community needs will also be met by securing a CIL/Legal Agreement towards education and healthcare in discussion with NHS Property and Suffolk County Council. The

		management of on-site open space will also be the subject of a Legal Agreement. Overall, the needs of the community will be met through the existing offer in Eye and the provisions that are to be made as part of this proposal.”
Eye Town Council would like to see the detail of the required increase in provision and the CIL/Legal Agreement towards education and healthcare before the application is approved to ensure sufficient resources are available.		
	Section 6 - Education	
6.1	There must be proper expansion of the schools with no quick fixes	The application states that the County Council has confirmed that there is room for expansion at both school sites.
6.2	Schools must be properly funded and expansion shouldn't be at the expense of the playing fields or outside play space	There will be a contribution toward costs through an agreement with the County Council The application states that “Suffolk County Council have identified that while there is limited capacity at the catchment primary and secondary schools, there is sufficient site capacity at both catchment schools to expand facilities to accommodate additional children arising from the development.
Eye Town Council would like to see the detail of the required increase in provision and the CIL/Legal Agreement towards education and healthcare before the application is approved to ensure sufficient resources are available.		
While the Town Council acknowledges that the school's may in fact have space for growth to meet additional need, they do not have current capacity and it will take some years to build that capacity.		
	Section 7 - Flooding and drainage	
7.1.	The flooding problem in Lambseth Street needs to be resolved	The application states “Given the surface water flooding reported along Victoria Hill it is also intended that runoff from development in the Victoria Hill catchment/eastern side of the site will be directed away from Victoria Hill and into one of the two surface water disposal routes which will serve the proposed development. Restricting surface water runoff rates and removing some of the flow which currently drains towards Victoria Hill is considered an appropriate measure to help reduce flooding in the receiving watercourse.”

49.

Eye Town Council and residents have grave concerns about the impact of the development on flooding. The Environment agency and Local Authorities must scrutinise the plans carefully to ensure that there will be no additional water coming into the Town from the development.

BABERGH/MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Chief Planning Control Officer For the attention of: MSDC/DC
 FROM: Nathan Pittam, Environmental Protection Team DATE: 28.10.15
 YOUR REF: 3563/15/OUT. EH - Land Contaminatio

SUBJECT: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery ...

Address: Land at Eye Airfield, Castleton Way, EYE, Suffolk.

Please find below my comments regarding contaminated land matters only.

The Environmental Protection Team has no objection to the proposed development, but would recommend that the following Planning Condition be attached to any planning permission:

Proposed Condition: Standard Contaminated Land Condition (CL01)

No development shall take place until:

1. *A strategy for investigating any contamination present on site (including ground gases, where appropriate) has been submitted for approval by the Local Planning Authority.*
2. *Following approval of the strategy, an investigation shall be carried out in accordance with the strategy.*
3. *A written report shall be submitted detailing the findings of the investigation referred to in (2) above, and an assessment of the risk posed to receptors by the contamination (including ground gases, where appropriate) for approval by the Local Planning Authority. Subject to the risk assessment, the report shall include a Remediation Scheme as required.*
4. *Any remediation work shall be carried out in accordance with the approved Remediation Scheme.*
5. *Following remediation, evidence shall be provided to the Local Planning Authority verifying that remediation has been carried out in accordance with the approved Remediation Scheme.*

Reason: To identify the extent and mitigate risk to the public, the wider environment and buildings arising from land contamination.

It is important that the following advisory comments are included in any notes accompanying the Decision Notice:

"There is a suspicion that the site may be contaminated or affected by ground gases. You should be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

Unless agreed with the Local Planning Authority, you must not carry out any development work (including demolition or site preparation) until the requirements of the condition have been met, or without the prior approval of the Local Planning Authority.

The developer shall ensure that any reports relating to site investigations and subsequent remediation strategies shall be forwarded for comment to the following bodies:

- *Local Planning Authority*
- *Environmental Services*
- *Building Inspector*
- *Environment Agency*

Any site investigations and remediation strategies in respect of site contamination (including ground gases, where appropriate) shall be carried out in accordance with current approved standards and codes of practice.

The applicant/developer is advised, in connection with the above condition(s) requiring the submission of a strategy to establish the presence of land contaminants and any necessary investigation and remediation measures, to contact the Council's Environmental Protection Team."

Nathan Pittam
Senior Environmental Management Officer

From: Nathan Pittam
Sent: 20 October 2015 15:49
To: Planning Admin
Subject: 3563/15/OUT. EH - Land Contamination Issues.

3563/15/OUT. EH - Land Contamination Issues.

Land at Eye Airfield, Castleton Way, EYE, Suffolk.

Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery re-location

Many thanks for your consultation on Land Contamination Issues with the above development – I will comment on this in due course. In the meantime could we also be consulted on sustainability issues owing to the scale and nature of the application.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils – Working Together
t: 01449 724715 or 01473 826637
w: www.babergh.gov.uk www.midsuffolk.gov.uk

From: David Pizzev
Sent: 22 October 2015 14:20
To: Ian Ward
Cc: Planning Admin
Subject: 3563/15 Land at Eye Airfield, Eye.

Ian

I have no objection to this application at this stage as there appears to be little conflict between the development, based upon the indicative master plan, and any significant trees/hedges on site. The arboricultural report provides an accurate assessment of the condition and constraints presented by trees and the appropriate measures for their protection. Although a small number of trees are proposed for removal these are generally of limited amenity value and all important (category A) trees are scheduled for retention. Should the layout design alter then updated tree protection measures, including a Tree Protection Plan, will be required. A detailed Arboricultural Method Statement, based upon a finalised layout design, should also be submitted but this can be dealt with under condition.

David

David Pizzev
Arboricultural Officer
Hadleigh office: 01473 826662
Needham Market office: 01449 724555
david.pizzev@babergmidssuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils - Working Together

Mid Suffolk District Council
Planning Department
131 High Street
Needham Market
Ipswich
IP6 8DL

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX



Your Ref: 3563/15
Our Ref: FS/F190946
Enquiries to: Angela Kempen
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 22/10/2015

Dear Sirs

Land at Eye Airfield, Castleton Way, Eye
Planning Application No: 3563/15

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

Suffolk Fire and Rescue Authority recommends that fire hydrants be installed within this development. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Continued

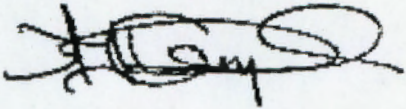
OFFICIAL

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully



Mrs A Kempen
Water Officer

Copy; Pegasus Group, Miss Sophie Pain, Suite 4, Pioneer House, Chivers Way,
Histon, Cambridge, Cambridgeshire, CB24 9NL

Enc; Sprinkler letter

From: RM PROW Planning
Sent: 05 November 2015 16:36
To: Planning Admin
Cc: sophie.pain@pegasuspg.co.uk
Subject: RE: Consultation on Planning Application 3563/15

Our Ref: W239/015/ROW566/15

For The Attention of: Ian Ward

Public Rights of Way Response

Thank you for your consultation concerning the above application.

Public Footpaths 15 and 13 are recorded through the proposed development area. Public footpaths 14 and 39 are recorded adjacent to the proposed development area; a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from, is attached.

We have **no objection** to the proposed works.

Informative Notes: "Public Rights of Way Planning Application Response - Applicant Responsibility" attached.

This response does not prejudice any further response from Rights of Way and Access. As a result of anticipated increased use of the public rights of way in the vicinity of the development, we would be seeking a contribution for improvements to the network. These requirements will be submitted with Highways Development Management response in due course.

Regards


Jennifer Green


Rights of Way and Access

Part Time - Office hours Wednesdays and Thursday

Resource Management, Suffolk County Council

Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

 (01473) 264266 |  PROWPlanning@suffolk.gov.uk |

 <http://publicrightsofway.onesuffolk.net/>

Your Ref: MS/3563/15
 Our Ref: 570\CON\3276\15
 Date: 02/12/15
 Highways Enquiries to: andrew.pearce@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

The Planning Officer
 Mid Suffolk District Council
 131 High Street
 Needham Market
 Ipswich
 Suffolk
 IP6 8DL

For the Attention of: Ian Ward

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING ACT 1990
 CONSULTATION RETURN MS/3563/15**

PROPOSAL: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

LOCATION: Land at Eye Airfield, Castleton Way, Eye, Suffolk

ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority make the following comments:

The Transport Assessment submitted with this application has considered the additional traffic generation likely to come from the proposed development and concluded that there are no capacity issues on the junctions considered. Although this is the case, there has been no allowance for the large Eye Airfield employment site which forms a significant part of this allocated site. The allocation for a combined residential and employment site on the old airfield site was part of the Mid Suffolk Core Strategy 2008 and is now included in the latest Draft Joint Mid Suffolk and Babergh Local Plan 2015. It therefore seems sensible that some element of employment is included and should be accounted for as committed development within this TA. The TA should be revised to include the employment site as identified committed development and this can be reported as a sensitivity test to look at what the overall impact will be given the aspiration for this area. There may be a need to contribute to some form of mitigation at this stage that would be implemented in the future when the employment site is fully developed.

Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX
www.suffolk.gov.uk

A separate team in SCC has commissioned AECOM to undertake a study to look at safety on the A140 between the B1117 to the B1077. There have been a number of accidents along the A140 involving these junctions and we have concern about the impact of additional vehicle movements in this area. Although the TA indicates that there is not severe impact in terms of capacity, I am concerned that there may be a safety impact due to the additional movements at the A140 junctions. We expect a draft version of AECOM's report to be available this month and I would like to consider this in light of the impact of this application.

Yours faithfully

Mr Andrew Pearce
Senior Development Management Engineer
Strategic Development – Resource Management

From: Denis Cooper
Sent: 29 January 2016 16:00
To: Planning Admin
Cc: Steven Halls
Subject: Consultation response to Planning Application 3563/15 Land at Eye Airfield, Castleton Way, Eye

Subject: FW:

FAO Ian Ward

3563/15 - Land at Eye Airfield, Castleton Way, Eye

Please see SCC's Floods and Water team's comments on the above application regarding disposal of surface water and all other surface water drainage implications.

Because the proposed development is located on a greenfield site and is greater than 10 dwellings, there needs to be a suitable scheme implemented for the disposal of surface water, this is in compliance with both local (SCC SuDS Protocol) and national legislation (NPPF). We have reviewed the FRA (ref: CCE/P681/FRA-03) by Canon Consulting Ltd dated Aug 2015 and in principle the SW drainage approach is broadly acceptable to SCC, however we do have some concerns that need addressing.

The proposed approach is to drain the site via existing watercourses and discharge to a surface water sewer at the 1 year return period greenfield rate (set after initial discussions with Anglian Water). However due to the low discharge rate a substantial amount of storage and extremely small flow controls, which will be very likely to block are proposed.

There are a number of issues with the approach which will require further discussion with SCC:-

1. The proposed flow control aperture for each of the proposed lagoons is only 25mm diameter, this is much lower than SCC's minimum (and national guidance) of 100mm which is necessary to help prevent blockages. A blocked flow control would increase flooding downstream in Eye. Normally we would allow a **minimum** controlled flow of 5 l/s, which can be achieved with a 100mm control with a maximum depth of retained water of about 0.5m. The design should therefore be refined in order to increase the size of the flow controls and reduce the risk of blockage, whilst still complying with the 1yr discharge rate set by Anglian Water (1.1l/s/ha). However SUDS are likely to take up more space as the stored depths of water would be shallower than currently proposed. More SUDS close to source (e.g. road side swales) would assist.
2. We suggest the upper basins should discharge out at 5 l/s through larger (100mm dia.) controls into the watercourse. If the final two final basins are

combined and if the watercourse flows through the final combined basin, then the final flow control could be much larger and still maintain the 1.1 l/s/ha permitted outflow rate from the development. In order to design this, more information about the existing flows into the watercourse is needed. The applicant will need to determine the extent of the upstream catchment and inflows to and along the watercourse.

3. The applicant needs to demonstrate that the required SuDS storage capacity will be contained in the proposed basins which in turn will fit into the proposed development layout, taking into account topography, the maximum depth of water and allowable side slopes.
4. Management /maintenance proposals need to be included because different management /adopting bodies will have different requirements for maximum depths of water, side slopes and probably the flow control sizes.
5. Exceedance flows should be considered. The inclusion of high level overflow weirs and low level bypass valves would make clearing blockages easier and should ensure flows can reach the AW surface water sewer without flooding properties on the site even if the flow control(s) block.

Once the additional information, and (if necessary) an adjusted masterplan layout, is received and approved, I would suggest the following planning condition should be applied:

No development shall commence until details of a scheme for disposal of surface water has been submitted and agreed in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Details include:

- *Design calculations, construction and landscaping details.*
- *Proposed levels.*
- *Proposals for water quality control*
- *Means of protecting SuDS, swales basins and soakaways and permeable paving from sediments and compaction.*
- *Erosion protection measures*
- *Plans showing exceedance routes and areas where flooding will occur at a 100 year Return period including climate change.*
- *A programme for its implementation, and*
- *A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.*
- *Arrangements to enable any Surface water drainage within in private properties to be accessed and maintained including information and advice on responsibilities to be supplied to future owners.*

Reasons

- *To prevent the development from causing increased flood risk off site over the lifetime of the development.*
- *To ensure the development is adequately protected from flooding.*
- *To ensure the development does not cause increased pollution of the downstream watercourse and Rivers Dove and Waveney in line with the River Basin Management Plan.*
- *To ensure clear arrangements are in place for ongoing operation and maintenance.*

Useful guidance on design standards and policies can be found in

Suffolk County Council's [SCC-Floods-Planning-protocol](#) , [SCC-Local-SUDS-Guide-May-2015](#) or contact [:SCC Floods Planning <floods.planning@suffolk.gov.uk>](mailto:SCC_Floods_Planning@suffolk.gov.uk)

Contact**Steven Halls**

Flood and Water Engineer
Flood and Water Management
Resource Management
Suffolk County Council
Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX

Tel: 01473 264430

Mobile: 07713093642

Email: steven.halls@suffolk.gov.uk

From: planningadmin@midsuffolk.gov.uk [<mailto:planningadmin@midsuffolk.gov.uk>]

Sent: 05 January 2016 11:41

To: RM Floods Planning

Subject: Consultation on Planning Application 3563/15

Correspondence from MSDC Planning Services.

Location: Land at Eye Airfield, Castleton Way, Eye

Proposal: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

We have received an application on which we would like you to comment. A consultation letter is attached. To view details of the planning application online please click [here](#)

We request your comments regarding this application and these should reach us within 21 days. Please make these online when viewing the application.

The planning policies that appear to be relevant to this case are CL6, CL8, H17, GP1, RT12, HB13, NPPF, H2, T9, T10, H4, H15, H14, H17, H13, E9, Cor1, Cor2, Cor5, Cor3, Cor4, Cor6, Cor7, Cor8, Cor9, CSFR-FC1, CSFR-FC1.1, which can

be found in detail in the Mid Suffolk Local Plan.

We look forward to receiving your comments.

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Your ref: 3563/15
 Our ref: Eye – former airfield Castleton Way
 00032879
 Date: 09 November 2015
 Enquiries to: Neil McManus
 Tel: 01473 264121 or 07973 640625
 Email: neil.mcmanus@suffolk.gov.uk

Mr Ian Ward,
 Planning Services,
 Mid Suffolk District Council,
 131 High Street,
 Needham Market,
 Suffolk,
 IP6 8DL

Dear Ian,

Eye – former airfield residential development, Castleton Way - developer contributions

I refer to outline planning permission under reference 3563/15 sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

I previously provided pre-application advice by way of letters dated 23 April 2013 and 23 April 2014.

I set out below Suffolk County Council's infrastructure requirements that will need consideration by Mid Suffolk District Council if residential development is successfully promoted on the site. The County Council will need to be a party to any sealed Section 106 legal agreement if there are planning obligations secured which is its responsibility as service provider. Without the following contributions being agreed between the applicant and the local authority, the development cannot be considered to accord with relevant policies.

It would be helpful to receive confirmation from the Health & Safety Executive on the safety zone under the Control of Major Accidents Hazards (COMAH) Regulations 1999 (as amended 2005). Refer to paragraph 172 of the NPPF regarding public safety from major accidents.

Mid Suffolk's Core Strategy Focused Review was adopted on 20 December 2012 and contains a number of references to delivering sustainable development including infrastructure e.g. Strategic Objective S06, Policy FC 1 and Policy FC 1.1.

The Eye Airfield Development Framework (February 2013) established a framework for guiding development in this location. More recently a draft Development Brief has been

prepared to guide future housing development on land to the south east corner of Eye Airfield. Following public consultation the draft document has been revised and the final version of the Development Brief is currently the subject of further public consultation, before formal consideration by the District Council.

In addition to the above, there is also the adopted (2012) 'Section 106 Developers Guide to Infrastructure Contributions in Suffolk', which sets out the agreed approach to planning obligations with further information on education and other infrastructure matters in the topic papers.

The National Planning Policy Framework (NPPF) paragraph 204 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and,
- c) Fairly and reasonably related in scale and kind to the development.

In March 2015, Mid Suffolk District Council formally submitted documents to the Planning Inspectorate for examination under Regulation 19 of the Community Infrastructure Levy Regulation 2010 (as amended). Mid Suffolk are required by Regulation 123 to publish a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL.

The current Mid Suffolk 123 List, dated November 2014, includes the following as being capable of being funded by CIL rather than through planning obligations:

- Provision of passenger transport
- Provision of library facilities
- Provision of additional pre-school places at existing establishments
- Provision of primary school places at existing schools
- Provision of secondary, sixth form and further education places
- Provision of waste infrastructure

However it is proposed that this site is identified as a strategic allocation which is zero rated for CIL and the mitigation required ensuring the delivery of sustainable development as set out in the NPPF will continue to be dealt with via planning obligations.

In terms of CIL regulation 123(3) regarding the pooling restriction I can confirm that there have not been 5 or more planning obligations relating to the specific infrastructure projects identified in this letter.

1. **Education.** Paragraph 72 of the NPPF states that 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education'.

The NPPF at paragraph 38 states 'For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary

schools and local shops should be located within walking distance of most properties.'

SCC would anticipate the following **minimum** pupil yields from a development of up to 280 dwellings, namely:

- a. Primary school age range, 5-11: 66 pupils. Cost per place is £12,181 (2015/16 costs).
- b. Secondary school age range, 11-16: 47 pupils. Cost per place is £18,355 (2015/16 costs).
- c. Secondary school age range, 16+: 10 pupils. Costs per place is £19,907 (2015/16 costs).

The local catchment schools are Eye St Peter & St Paul CEVA Primary School and Eye Hartismere High School. At the catchment primary & secondary schools there is currently forecast to be some limited surplus capacity at the primary school but no surplus capacity at the secondary school. In addition best practice recommends that schools maintain a level of surplus capacity (up to 5%) to allow for contingency planning and mid-year admissions (this is set out in paragraph 6.4 of the education topic paper).

On this basis SCC will require a capital contribution of £706,498 to fund the provision of creating additional primary school places with associated facilities at St Peter & St Paul CEVA Primary School and a capital contribution of £1,061,755 to fund the provision of creating additional secondary school places with associated facilities at Hartismere High School. The following contributions totalling £1,768,253 (2015/16 costs) are required to directly mitigate the impacts on local education provision:

- a. Primary school: 58 pupils = £706,498 (2015/16 costs).
- b. Secondary school: 47 pupils = £862,685 (2015/16 costs).
- c. Sixth Form: 10 pupils = £199,070 (2015/16 costs).

The scale of contributions is based on cost multipliers for the capital cost of providing a school place, which are reviewed annually to reflect changes in construction costs. The figures quoted will apply during the financial year 2015/16 only and have been provided to give a general indication of the scale of contributions required should residential development go ahead. The sum will be reviewed at key stages of the application process to reflect the projected forecasts of pupil numbers and the capacity of the schools concerned at these times. Once a Section 106 legal agreement has been signed, the agreed sum will be index linked using the BCIS index from the date of the Section 106 agreement until such time as the education contribution is due. SCC has a 10 year period from date of completion of the development to spend the contribution on local education provision.

Clearly, local circumstances may change over time and I would draw your attention to paragraph 14 where this information is time-limited to 6 months from the date of this letter.

- 2. Pre-school provision.** Refer to the NPPF 'Section 8 Promoting healthy communities'. It is the responsibility of SCC to ensure that there is sufficient local provision under the Childcare Act 2006. Section 7 of the Childcare Act sets out a duty to secure free early years provision for pre-school children of a prescribed age. The current requirement is to ensure 15 hours per week of free provision over 38 weeks of the year for all 3 and 4 year-olds. The Education Bill 2011 amended Section 7, introducing the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds. From these development proposals SCC would anticipate up to 28 pre-school pupils arising at a cost of £6,091 per place = £170,548 (2015/16 costs).

The contribution sought will be spent on creating early years places with associated facilities in Eye.

Please note that the early years pupil yield ratio of 10 children per hundred dwellings is expected to change and increase substantially in the near future. The Government announced, through the 2015 Queen's Speech, an intention to double the amount of free provision made available to 3 and 4 year olds, from 15 hours a week to 30.

- 3. Play space provision.** Consideration will need to be given to adequate play space provision. A key document is the 'Play Matters: A Strategy for Suffolk', which sets out the vision for providing more open space where children and young people can play. Some important issues to consider include:
- a. In every residential area there are a variety of supervised and unsupervised places for play, free of charge.
 - b. Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community.
 - c. Local neighbourhoods are, and feel like, safe, interesting places to play.
 - d. Routes to children's play spaces are safe and accessible for all children and young people.
- 4. Transport issues.** Refer to the NPPF 'Section 4 Promoting sustainable transport'. A comprehensive assessment of highways and transport issues will be required as part of the planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. This will be coordinated by Suffolk County Council FAO Andrew Pearce, who will provide a formal written consultation response.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014.

- 5. Libraries.** The National Planning Policy Framework (NPPF) Chapter 8 talks about the importance of 'Promoting healthy communities', particularly paragraphs 69 & 70. Paragraph 69 states that "the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities". The local community regard the Eye Library as an important and valued community facility. Paragraph 70 talks about the need to deliver the social, recreational and cultural facilities the community needs by planning positively for community facilities such as cultural buildings to enhance the sustainability of communities and residential environments; and to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. There is also the need to ensure that facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

The adopted 'Section 106 Developers Guide to Infrastructure Contributions in Suffolk' and the supporting 'Libraries and Archive Infrastructure Provision' topic paper sets out the general approach to securing library developer contributions. The Department for Culture, Media and Sport (DCMS) previously published national standards for library provision and used to monitor Library Authorities' performance against the standards. Whilst these national standards are no longer a statutory requirement they form the basis for Suffolk County Council's in-house standards, which form the basis of the contract with Suffolk Libraries. The standard recommends a figure of 30 square metres per 1,000 population as a benchmark for local authorities; which for Suffolk represents a cost of £90 per person or £216 per dwelling based on an average occupancy of 2.4 persons per dwelling.

The capital contribution towards libraries arising from this scheme is £60,480, which would be spent at the local catchment library in Eye.

- 6. Waste.** All local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.

Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.

Consideration should be given to providing a bring site area within the scheme. SCC requests that waste bins and garden composting bins will be provided before occupation of each dwelling and this will be secured by way of a planning condition.

SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

7. **Supported Housing.** In line with Sections 6 and 8 of the NPPF, homes should be designed to meet the health needs of a changing demographic population. Following the replacement of the Lifetime Homes standard, designing homes to the new 'Category M4(2)' standard offers a useful way of fulfilling this objective, with a proportion of dwellings being built to 'Category M4(3)' standard. In addition we would expect a proportion of the housing and/or land use to be allocated for housing with care for older people e.g. Care Home and/or specialised housing needs, based on further discussion with the local planning authority's housing team to identify local housing needs.
8. **Archaeology.** This is being coordinated by Rachael Abraham of SCC's Archaeological Service.
9. **Ecology.** This is being coordinated by Sue Hooton.
10. **Sustainable Drainage Systems.** Refer to the NPPF 'Section 10 Meeting the challenges of climate change, flooding and coastal change'. On 18 December 2014 there was a Ministerial Written Statement made by The Secretary of State for Communities and Local Government (Mr Eric Pickles). The changes took effect from 06 April 2015.

"To this effect, we expect local planning policies and decisions on planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) - to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.

Under these arrangements, in considering planning applications, local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate."

11. **Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. We would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for fire-fighting which will allow us to make final consultations at the planning stage.
12. **Superfast broadband.** SCC would recommend that all development is equipped with superfast broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social

inclusion. Direct access from a new development to the nearest BT exchange is required (not just tacking new provision on the end of the nearest line). This will bring the fibre optic closer to the home which will enable faster broadband speed. Refer to the NPPF paragraphs 42 – 43.

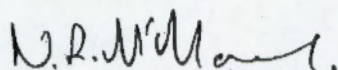
13. Legal costs. SCC will require an undertaking from the applicant for the reimbursement of its reasonable legal costs associated with work on a S106A, whether or not the matter proceeds to completion.

14. The above information is time-limited for 6 months only from the date of this letter.

The planning obligations are required in order to satisfactorily mitigate the impacts of the proposed development. These impacts arise directly as a result of the increased population generated by the development in the local area. The provision of such therefore, within a S106, to mitigate for the increased demands on infrastructure from the increased population as a result of the development, is entirely satisfactory as a matter of principle, having regard to the NPPF, Mid Suffolk's Core Strategy Focused Review and Regulation 122 of the CIL Regulations.

Please let me know if you require any further supporting information.

Yours sincerely,



Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Strategic Development – Resource Management

cc Iain Maxwell, Suffolk County Council
Andrew Pearce, Suffolk County Council
Floods Planning, Suffolk County Council
Rachael Abraham, Suffolk County Council
Sue Hooton, Suffolk County Council
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Philip Isbell
 Corporate Manager – Development Management
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 131 High Street
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Enquiries to: Rachael Abraham
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Our Ref: 2015_3563
 Date: 10 November 2015

For the Attention of Ian Ward

Dear Mr Isbell

PLANNING APPLICATION 3563/15 – LAND AT EYE AIRFIELD, CASTLETON WAY, EYE: ARCHAEOLOGY

The proposed development site is located just beyond the southeast boundary of the former Second World War airfield at Eye, on land forming part of the setting of Eye town, which has Conservation Area status. Archaeological evaluation of this proposed development site has defined extensive archaeological remains, recorded within the County Historic Environment Record (EYE 123).

The earliest recorded features lay in parcel 13A, and comprise six postholes, ascribed to a possible Early Neolithic settlement site. Early and Middle Iron Age occupation was also present in this part of the site in the form of a trackway and also a series of discrete and dispersed pits and postholes.

A number of features containing Roman material were located within the southern half of parcel 13a, likely to be a continuation of the Roman activity detected at Hartismere School (EYE 094). In the eastern half of this parcel, were three graves and a horse burial which are potentially of Anglo-Saxon date. These may form a small burial ground associated with the settlement site located to the south at Hartismere School (EYE 083).

Medieval activity in the form of field boundaries is present in parcels 13A, B and C. Parcels 14 and 15 lie just beyond the edge of Langton Green, which is a former medieval green marked on Hodskinson's map of 1783. A series of archaeological investigation on the west side of Victoria Hill road have revealed medieval and later finds and features, including a large ditch possibly associated with a moat recorded in this area (EYE 063, EYE 070, EYE 100 and EYE 117). Remains of these periods are likely to extend into Areas 14 and 15.

As a result, there is a strong possibility that additional heritage assets of archaeological interest will be encountered at this site. Any groundworks causing significant ground disturbance have potential to damage or destroy any archaeological deposit that exists. Consideration has also been given to preserving the cemetery in parcel 13a, *in situ*.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. In accordance with paragraph 141 of the National Planning Policy Framework, any permission granted should be the subject of a planning condition to record and advance understanding of the significance of the heritage asset before it is damaged or destroyed.

The following two conditions, used together, would be appropriate to secure a programme of work and appropriate conservation:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, following the completion of an archaeological evaluation to inform the mitigation strategy for the site, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Provision to be made for archive deposition of the analysis and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.
- h. Mitigation details for the preservation *in situ* of the cemetery situated within parcel 13a and a management plan for the ongoing protection of this area.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological investigation.

In this case, a second phase of archaeological evaluation will be required within parcel 13b, 13c, 14 and 15 to establish the potential of the site and decisions on the need for any further

investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Within parcel 13a an extensive archaeological excavation is required prior to the commencement of any development in this part of the proposal area. Based upon the plans submitted with the application, the most archaeologically sensitive areas have currently been designated as open space. Provided that ground disturbance is avoided entirely in this part of the site and that measures are put in place to secure the in-situ preservation of the archaeology, then excavation of this part of the parcel will not be required. Should any groundworks be planned, then this area will need to be included within the excavation.

This development is situated on the edge of a known area of an important prehistoric co-axial field system. A ditch located within parcel 13a may also be the remains of a prehistoric field boundary which once formed part of this system. The form of the development also reflects a significant shift from the historic layout of the landscape. The impact of this development upon existing field patterns and the landscape more widely should therefore also be taken into consideration.

Please let me know if you require any clarification or further advice.

Yours sincerely

Rachael Abraham

Senior Archaeological Officer
Conservation Team

Phil Watson Landscape Development Officer
Natural Environment Team

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Your Ref: 3563/15
Our Ref:
Date: 12/11/2015

DISCLAIMER: This information has been produced by Suffolk County Council's Natural Environment Team on behalf of Mid Suffolk District Council, at their request. However, the views and conclusions contained within this report are those of the officers providing the advice and are not to be taken as those of Suffolk County Council.

Mr Ian Ward
Planning Dept
Mid Suffolk District Council
131 High St
Needham Market
Suffolk
IP6 8DL

Dear Ian,

Proposal: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

Location: Land at Eye Airfield, Castleton Way, Eye

Based on the information provided by the applicant, and a site visit carried out on the 11th November I offer the following comments:

The Information provided by the applicant

The applicant has provided a reasonable Landscape and Visual Impact Assessment that identifies the adverse impacts of the development. A comprehensive design and access statement outlining an ambitious scheme of green infrastructure has also been submitted.

Landscape Impacts

The proposal will clearly create a significant change in the land cover and character of the site with a change from rural and agricultural to urban and lit with formal recreation. Many of the existing features, trees and hedges etc. will be retained, although modification for access will be required.

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The design of the scheme is such that it creates a new urban edge screened by planting. This is an appropriate solution to partially integrate the development into the wider landscape, and does offer the opportunity of enhancing the route into the town along Castleton Way.

As discussed at the pre-application stage the oak trees along Langton Green are of particular importance and the detailed design must ensure that these are adequately safeguarded.

The details of the scheme should also seek to minimize the impact of exterior and street lighting.

Visual Impacts

The proposal will create significant adverse visual impacts on adjacent public and residential receptors, as has been identified in the submitted Landscape and Visual Impact Assessment, (LVIA). To a great extent these local impacts will be permanent; this is to be expected given the nature and scale of the development.

Phasing to minimise landscape impact

I suggest it is essential that the boundary structural landscaping, along with the implementation of the SuDs infrastructure is part of the first phase of the development. In addition the principal green space/s should also be set out at this stage to ensure they are available for the occupants of the first phase of the development and are progressing to maturity for the benefit of later phases.

Other matters

The LPA should be confident that the SuDs infrastructure is appropriately located in terms of drainage, as this will have a bearing on the final layout of greenspaces and green links within the development.

The proposed greenspace and perimeter planting belt will require a long term scheme of management and secured funding to ensure it can be delivered and maintained effectively.

Given the likely increase in allotment demand it may be appropriate to ensure that the Town Council has funds so there is sufficient infrastructure, in particular water supply, to allow easy expansion of the allotments.

Given the distance to existing facilities and the size of the development the LPA should be satisfied that there is sufficient play space proposed.

It is notable that although the relocation of the farmstead is required for the development of this area there is no indication of how this will be laid out nor any landscape planting mitigation proposed. This information will be required at submission of reserved matters and could be reasonably required in outline form prior to determination, particularly given the potential impact on the public right of way.

Recommendations

The proposal is acceptable in landscape terms subject to the following conditions;

CONCURRENT WITH RESERVED MATTERS: DESIGN MATERIALS AND LAYOUT

Concurrent with the submission of the Reserved Matters application(s), in any development area or phase details of design and materials shall be submitted to the Local Planning Authority, including colour, materials, finishes, signage, parking, boundary treatments (including the details of walls and fences for individual buildings), lighting, outdoor spaces, security principles and waste bin storage arrangements. Thereafter the development shall be carried out in accordance with the approved details.

PRIOR TO COMMENCEMENT: SOFT LANDSCAPING

No development shall commence within a development area or phase, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping for that development area/phase, drawn to a scale of not less than 1:200. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities, weed control protection and maintenance and any tree works to be undertaken during the course of the development. Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

PRIOR TO COMMENCEMENT: HARD LANDSCAPING

No development shall commence within a development area or phase, until full details of a hard landscaping scheme for that area/phase has been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (for example furniture, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features).

In addition to having consideration for the landscape and visual impacts of external lighting, this condition also seeks to minimise the risk of disturbance to bats using the boundary hedgerows and trees and including any new boundary planting. This condition is based on BS42020:2013 *Biodiversity Code of practice for planning and development*. (appendixD3.5)

PRIOR TO COMMENCEMENT: EXTERNAL LIGHTING

No external lighting shall be provided within a development area or phase unless details thereof have first been submitted to and approved in writing by the Local Planning

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Authority. Prior to commencement a detailed lighting scheme for areas to be lit shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting will be installed, (through technical specifications and the provision of appropriate lighting contour plans which shall include lux levels of the lighting to be provided), so that it can be;

- a) Clearly demonstrated that areas to be lit have reasonably minimised light pollution, through the use of minimum levels of lighting and features such as full cut off cowls or LED.
- b) Clearly demonstrated that the boundary vegetation to be retained, as well as that to be planted, will not be lit in such a way as to disturb or prevent bats using their territory or having access to their breeding sites and resting places or foraging areas, through the use of minimum levels of lighting and features such as full cut off cowls or LED.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme, and shall be maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

PRIOR TO COMMENCEMENT: TREE PROTECTION

Any trees shrubs or hedgerows within, or at the boundary of, the development area or phase, shall be protected in accordance with a scheme of tree protection, (BS5837:2012), to be agreed in writing with the Local Planning Authority prior to commencement. The Local Planning Authority shall be advised in writing that the protective measures/fencing within a development area/phase have been provided before any equipment, machinery or materials are brought onto the site for the purposes of development and shall continue to be so protected during the period of construction and until all equipment, machinery and surplus materials have been removed.

Within the fenced area no work shall take place; no materials shall be stored; no oil or other chemicals shall be stored or disposed of; no concrete, mortar or plaster shall be mixed; no fires shall be started; no service trenches shall be dug; no soil shall be removed or ground level changed at any time, without the prior written consent of the Local Planning Authority.

Reasons

I have made these recommendations in order to reasonably minimise the adverse impacts of the development on the character of the landscape and local visual amenity having particular regard for Policy CS5.

Yours sincerely

Phil Watson

Landscape Development Officer

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Midlands and East (East)
 Swift House
 Hedgerows Business Park
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 Chelmsford
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Our Ref: NHSE/MSUFF/15/3563/KH

Your Ref: 3563/15

Planning Services
 Mid Suffolk District Council
 131 High Street
 Needham Market
 Suffolk
 IP6 8DL

7 January 2015

Dear Sir

Outline Application for a proposed development comprising up to 280 dwellings & a 60 bed residential care home. Land at Eye Airfield, Castleton Way, Eye

1.0 Introduction

- 1.1 Thank you for consulting NHS England on the above planning application.
- 1.2 I refer to your consultation letter on the above planning application and advise that, further to a review of the applicants' submission the following comments are with regard to the Healthcare provision on behalf of NHS England – East (NHSE), incorporating the Clinical Commissioning Group (CCG) for Ipswich and East Suffolk & NHS Property Services (NHSPS).

2.0 Existing Healthcare Position Proximate to the Planning Application Site

- 2.1 The proposed development is likely to have an impact on the services of 1 GP practice operating within the vicinity of the application site.
- 2.2 This practice does not have capacity for the additional growth resulting from this development.
- 2.3 The intention of NHS England is to promote Primary Healthcare Hubs with co-ordinated mixed professionals.
- 2.4 New development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through a Section 106 planning obligation.

High quality care for all, now and for future generations

3.0 Assessment of Development Impact on Existing Healthcare Provision

- 3.1 The existing GP practice does not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 732 residents and subsequently increase demand upon existing constrained services.
- 3.2 The healthcare service directly impacted by the proposed development and the current capacity position are shown in Table 1.

Table 1: Summary of position for healthcare services within a 2km radius of the proposed development

Premises	Weighted List Size ¹
Eye Health Centre	6,654
Total	6,654

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
- 3.3 The development would have an impact on healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

4.0 Healthcare Needs Arising From the Proposed Development

- 4.1 The development would give rise to a need for improvements to capacity by way of extension, refurbishment, reconfiguration or relocation at the existing practice, a proportion of which would need to be met by the developer.
- 4.2 Table 2 provides the Capital Cost Calculation of additional health services arising from the development proposal.

Table 2: Capital Cost calculation of additional health services arising from the development proposal

Premises	Additional Population Growth (280 dwellings plus 60 Bed Care Home)	Additional floorspace required to meet growth (m ²)□	Capital required to create additional floor space (£)□
Eye Health Centre	732	50.19	100,380
Total	732	50.19	£100,380

Notes:

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2. Calculated using the Mid Suffolk District Council average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
3. Based on 120m² per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
4. Based on standard m² cost multiplier for primary healthcare in the East Anglia Region from the BCIS Q1 2014 price Index, adjusted for professional fees, fit out and contingencies budget (£2,000/m²), rounded to nearest £.

4.3 A developer contribution will be required to mitigate the impacts of this proposal. NHS England calculates the level of contribution required, in this instance to be £100,380.

4.4 NHS England therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 Agreement.

5.0 Conclusions

5.1 In its capacity as the healthcare commissioners, NHS England have identified that the development will give rise to a need for additional healthcare provision to mitigate impacts arising from the development.

5.2 The capital required through developer contribution would form a proportion of the required funding for the provision of increased capacity within the existing healthcare premises servicing the residents of this development.

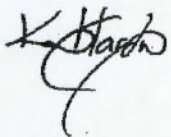
5.3 Assuming the above is considered in conjunction with the current application process, NHS England would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

5.3 The terms set out above are those that NHS England deem appropriate having regard to the formulated needs arising from the development.

5.4 NHS England is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

5.5 NHS England look forward to working with the application and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours faithfully



Kerry Harding
Estates Advisor

High quality care for all, now and for future generations



Mr Ian Ward
Mid Suffolk District Council
Planning Department
131, Council Offices High Street
Needham Market
Ipswich
IP6 8DL

Our ref: AE/2015/119771/01-L01
Your ref: 3563/15
Date: 06 November 2015

Dear Mr Ian Ward,

OUTLINE PLANNING PERMISSION SOUGHT FOR A PROPOSED DEVELOPMENT COMPRISING UP TO 280 DWELLINGS; A 60 BED RESIDENTIAL CARE HOME, THE RE-PROVISION OF A CAR PARK FOR THE USE OF MULBERRY BUSH NURSERY; RE-LOCATION OF EXISTING FARM BUILDINGS TO THE WEST OF PARCEL 15; AND ASSOCIATED INFRASTRUCTURE INCLUDING ROADS (INCLUDING ADAPTATIONS TO CASTLETON WAY AND LANGTON GROVE) PEDESTRIAN, CYCLE AND VEHICLE ROUTES, PARKING, DRAINAGE, OPEN SPACES, LANDSCAPING, UTILITIES AND ASSOCIATED EARTHWORKS. LAND AT EYE AIRFIELD, CASTLETON WAY, EYE.

Thank you for your consultation received on 20 October 2015. We have inspected the application, as submitted, and we have no objection to the proposal subject to the contamination conditions below being appended to any permission. Our detailed comments are below.

Groundwater & Contaminated Land

The site is underlain by a Secondary (undifferentiated) aquifer (Lowestoft Formation) followed by a principal aquifer (Crag Group). A source protection zone 2 also underlies the site and is also in an EU Water Framework Directive Drinking Water Protected Area. The underlying chalk is therefore considered to be highly environmentally sensitive.

We consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Condition 1

<Prior to each phase of development approved by this planning permission no development / No development approved by this planning permission> (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.

- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Advice to LPA

This condition has been recommended as we are satisfied that there are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site. However, further details will be required in order to ensure that risks are appropriately addressed prior to development commencing.

The Local Planning Authority must decide whether to obtain such information prior to determining the application or as a condition of the permission. Should the Local Planning Authority decide to obtain the necessary information under condition we would request that this condition is applied.

Condition 2

No occupation <of any part of the permitted development / of each phase of development> shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of

sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Condition 3

No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Condition 4

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons

To protect and prevent the pollution of controlled waters (particularly the Secondary (undifferentiated) and Principal aquifers, nearby groundwater abstractions, Source Protection Zone 2 and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) position statements A4 – A6, J1 – J7 and N7.

Condition 5

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. <http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>

Reasons

Piling or other penetrative ground improvement methods can increase the risk to the water environment by introducing preferential pathways for the movement of contamination into the underlying aquifer and/or impacting surface water quality.

For development involving piling or other penetrative ground improvement methods on a site potentially affected by contamination or where groundwater is present at a shallow depth, a suitable Foundation Works Risk Assessment based on the results of the site investigation and any remediation should be undertaken. This assessment should underpin the choice of founding technique and any mitigation measures employed, to ensure the process does not cause, or create preferential pathways for, the movement of contamination into the underlying aquifer, or impacting surface water quality.

We have reviewed the following documents as part of our response and have the associated comments detailed below each report

Canon Consulting Engineers Flood Risk Assessment of August 2015 (ref: CCE/P681/FRA-03)

The Flood Risk Assessment and Application Form both recommend that attenuated discharge to watercourse is the preferred method of surface water disposal due to low infiltration rates anticipated in the near-surface soils. We have no detailed comments if infiltration devices are not proposed. If the applicant were to later consider deep bore soakaways we would require re-consultation as these are unlikely to be accepted at the site. Please refer to our SuDS informative for more information on deep infiltration devices.

Geosphere Environmental Ltd Phase 1 – Desk Study And Preliminary Risk Assessment of 22 May 2015 (ref: 1222,DS-Report/AB,TP/22-05-15/V1)

We agree that there is a potential risk to the water environment. We note that there is an error in the report which is derived from an error in the appended GroundSure report that states that the superficial deposits are 'unproductive strata'. In fact the Lowestoft Formation at the site is classified as a 'Secondary (undifferentiated)' aquifer and is therefore of a higher risk classification. We strongly recommend that the pathway to the underlying groundwater in the principal aquifer (Crag Group), and Source Protection Zone 2 related to 3 groundwater abstractions to the southeast of the site is assessed. If there is a significant depth of impermeable deposits, it may afford sufficient protection to the underlying aquifer. The Lowestoft Formation can be variable in composition, and whilst it can comprise impermeable clay, in some cases significant granular deposits may be present in places. Sand and gravel lenses or pockets can also be present, which could provide a pathway to the underlying groundwater. This should be taken forward into the intrusive investigation and associated risk assessment.

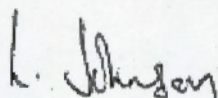
Please consider the type of foundations that will be used at the site. If a deep foundation solution (such as piles) is considered, please consider the potential effect of groundwater pollution, particularly if the superficial deposits are

impermeable. Please refer to the appendix for links to useful documents relating to piled foundations on contaminated sites. If a shallow foundation solution is utilised, please confirm this in writing to allow discharge of this condition.

Please see the technical appendix for further advice on SuDs.

We trust this advice is helpful.

Yours sincerely,



Ms Louisa Johnson
Sustainable Places - Planning Advisor

Direct dial 01473 706007

Direct e-mail louisa.johnson@environment-agency.gov.uk

cc Pegasus Group



Awarded to Essex, Norfolk and Suffolk Area

Technical Appendix - Sustainable Drainage Systems (SuDS)

1. Infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.
2. Infiltration SuDS have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.
3. Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.
4. The maximum acceptable depth for infiltration SuDS is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.
5. Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction).
6. SuDS should be constructed in line with good practice and guidance documents which include the SuDS Manual (CIRIA C697, 2007), the Susdrain website (<http://www.susdrain.org/>) and draft National Standards for SuDS (Defra, 2011).

For further information on our requirements with regard to SuDS see our Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) document Position Statements G1 and G9 – G13 available at: <https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3>

We recommend that developers should:

- 1) Refer to our '[Groundwater Protection: Principles and Practice \(GP3\)](#)' document;
- 2) Follow the risk management framework provided in CLR11, '[Model Procedures for the Management of Land Contamination](#)', when dealing with land affected by contamination;
- 3) Refer to our '[Guiding Principles for Land Contamination](#)' for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;

- 4) Refer to our Land Contamination Technical Guidance;
- 5) Refer to the CL:AIRE 'Definition of Waste: Development Industry Code of Practice' (version 2) and our related 'Position Statement on the Definition of Waste: Development Industry Code of Practice';
- 6) Refer to British Standards BS 5930:1999 A2:2010 *Code of practice for site investigations* and BS10175:2011 A1: 2013 *Investigation of potentially contaminated sites – code of practice* and our 'Technical Aspects of Site Investigations' Technical Report P5-065/TR;
- 7) Refer to our 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a 'Foundation Works Risk Assessment Report', guidance on producing this can be found in Table 3 of 'Piling Into Contaminated Sites';
- 8) Refer to our 'Good Practice for Decommissioning Boreholes and Wells'.
- 9) Refer to our 'Temporary water discharges from excavations' guidance when temporary dewatering is proposed



Mr Ian Ward
Mid Suffolk District Council
131 High Street
Needham Market
Suffolk
IP6 9DL

Direct Dial: 01223 582724

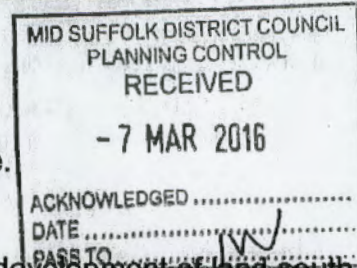
Our ref: P00482922

2 March 2016

Dear Mr Ward

Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015

**LAND AT EYE AIRFIELD, CASTLETON WAY, EYE
Application No 3563/15**



We have received amended proposals for the above scheme.

Summary

These proposals are for an Outline Planning Application for development of land south of Eye Airfield, comprising up to 280 dwellings, a residential care home, relocation of existing farm buildings and associated infrastructure. Historic England has previously been consulted on a Development Brief for the site, for which we made comments in March, July and November 2015. Further to our letter of 9 November 2015, we have received photomontages of the proposed development south of Eye Airfield, and an addendum to the Landscape and Visual Impact Assessment (February 2016). Although the site itself does not contain any designated heritage assets, Historic England are concerned with the effect that the proposed development could have on the setting of the scheduled monument of Eye Castle, the Grade I listed Church of St Peter and St Paul, Eye Conservation Area and the undesignated Eye Airfield.

Historic England Advice

The proposed development site lies to the north-west of Eye town centre, with modern development between the proposed development site and the historic town core. The historic town core includes the scheduled monument of Eye Castle and the Grade I listed Church of St Peter and St Paul within Eye Conservation Area (designated 1970). The undesignated Eye Airfield survives to the north-west of the proposed development site.

The photomontages received in February 2016 illustrate existing and proposed views from: the viewing platform of the scheduled monument of Eye Castle; from the public right of way of the undesignated Eye Airfield (Years 1 and 10); and from within the north-west corner of the site. Historic England also received an Addendum to the



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Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



EAST OF ENGLAND OFFICE

Landscape and Visual Impact Assessment (February 2016), which specifically considers views of the tower of the Grade I-listed Church of St Peter and St Paul from the proposed development site.

The proposed development to the north-west of Eye historic town centre would extend the modern expansion and increase the density of development to the north-west of the town. The proposed development would be visible from the scheduled monument of Eye Castle, and we are concerned that the proposed development could degrade the wider setting of the scheduled monument by affecting views from the monument to the hinterland to the north-west.

Historic England understands that the proposed development site is divided from the historic core of Eye (including its conservation area and castle) by modern development, including post-war bungalows and larger 20th century dwellings. Extended residential development further to the north-west would further degrade the setting of the scheduled monument, Grade I-listed church, and conservation area, as well as encroaching on the undesignated airfield.

The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes that in considering applications for planning permission for development within the setting of a scheduled monument and listed building, local authorities shall have special regard to the desirability of preserving its setting (paragraph 66.1). Special attention shall also be paid to the desirability of preserving or enhancing the character or appearance of a conservation area in the exercise of powers under the planning Acts (paragraph 72). The National Planning Policy Framework (NPPF) builds upon the 1990 Act, and identifies the protection and enhancement of the historic environment as an important element of sustainable development, and establishes a presumption in favour of sustainable development in the planning system (paragraphs 6, 7 and 14). The NPPF also states that the significance of scheduled monuments, listed buildings and conservation areas can be harmed or lost by alteration to them or development within their setting (paragraph 132), and that the conservation of heritage assets (in this case Eye Conservation Area, the scheduled monument of Eye Castle, the Church of St Peter and St Paul, and the undesignated heritage asset of Eye Airfield) is a core principle of the planning system (paragraph 17).

We have considered the current proposals in light of this government policy and relevant Historic England advice, giving particular consideration to the scheduled monument of Eye Castle, the Grade I-listed Church of St Peter and St Paul, Eye Conservation Area, and the undesignated heritage asset of Eye Airfield. We are of the view that developing the site in question could result in a degree of harm to the setting of the scheduled monument, Grade I-listed church, conservation area and undesignated airfield under paragraphs 132 and 134 of the NPPF. The Council should therefore weigh any public benefit delivered by the development against the harm as



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stated in paragraph 134 before determining the application.

Recommendation

The proposed development could result in harm to the significance of Eye Castle scheduled monument, Eye Conservation Area, the Grade I-listed Church of St Peter and St Paul, and the undesignated heritage asset of Eye Airfield, by inappropriate development in their setting in terms of paragraphs 132 and 134 of the NPPF. The Council should therefore weigh any public benefit delivered by the development against the harm as stated in paragraph 134 before determining the application.

Please contact me if we can be of further assistance. We would be grateful to receive a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Yours sincerely

Eilise McGuane

Assistant Inspector of Historic Buildings and Areas

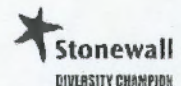
E-mail: eilise.mcguane@historicengland.org.uk

cc Nick Ward



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Ian Ward
Planning Department
Mid Suffolk District Council
131 High Street
Needham Market
IP6 8DL

10/12/2015

Dear Ian,

RE: 3563/15 Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home – Further Comments. Land at Eye Airfield, Castleton Way, Eye

Further to our letter of 18th November 2015 we have received, from the agent, a copy of the report on the bat survey work (MLM Consulting, Oct 2015) undertaken at this site. We are satisfied with the conclusions of the consultant and request that their recommendations are implemented in full, via a condition of planning consent, should permission be granted.

As we are now content with the information supplied we wish to remove our outstanding objection to this application, subject to the resolution of our comments in relation to skylarks (made in our letter of 18th November 2015).

If you require any further information, please do not hesitate to contact us.

Yours sincerely

James Meyer
Conservation Planner

Suffolk Wildlife Trust,
Brooke House, Ashbocking,
Ipswich, IP6 9JY
Tel: 01473 890089

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Suffolk Wildlife Trust is a
registered charity
no. 262777



**Ministry
of Defence**

92. 3563/15

**Defence
Infrastructure
Organisation**

Ian Ward
Mid Suffolk District Council
Planning Services
131 High Street
Needham Market
Suffolk
IP6 8DL

**Planning Control
Received**
28 OCT 2015

Acknowledged

Date

Pass To *IW*

Safeguarding Department
Statutory & Offshore

Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

Tel: +44 (0)121 311 3818 Tel (MOD): 94421 3818
Fax: +44 (0)121 311 2218
E-mail: DIO-safeguarding-statutory@mod.uk
www.mod.uk/DIO

Your Reference: **3563/15**
Our reference: D/DIO/43/20 (2015/1654)

26 October 2015

Dear Ian,

MOD Safeguarding – SITE OUTSIDE SAFEGUARDING AREA

Proposal: Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the relocation of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

Location: Land at Eye Airfield, Castleton Way, Eye

Grid Ref: 614162, 274455

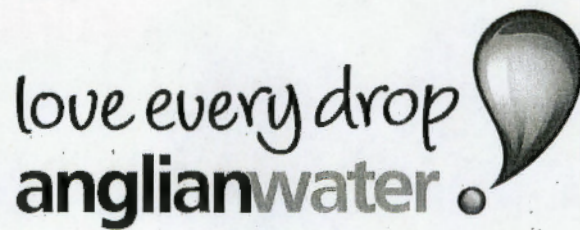
Planning Ref: **3563/15**

Thank you for consulting Defence Infrastructure Organisation (DIO) on the above proposed development. This application relates to a site outside of Ministry of Defence safeguarding areas. I can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.

I trust this adequately explains our position on this matter.

Yours sincerely

Laura Nokes



**Planning Applications – Suggested Informative
Statements and Conditions Report**

AW Reference: 00010015
Local Planning Authority: Mid Suffolk District
Site: Land at Eye Airfield, Castleton Way, Eye
Proposal: 280 dwellings and a 60 bed care home
Planning Application: 3563/15

Prepared by Mark Rhodes

Date 27 November 2015

If you would like to discuss any of the points in this document please
contact me on 01733 414690 or email planningliaison@anglianwater.co.uk

ASSETS

Section 1 – Assets Affected

- 1.1 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

"Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence."

WASTEWATER SERVICES

Section 2 – Wastewater Treatment

- 2.1 The foul drainage from this development is in the catchment of Eye Hoxne Water Recycling Centre that will have available capacity for these flows.

Section 3 – Foul Sewerage Network

- 3.1 The sewerage system at present has available capacity for these flows. Connection should be to manholes 1204, 9204 and 3501 in Millfield, Haygate and Victoria Hill respectively. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

Section 4 – Surface Water Disposal

- 4.1 The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

- 4.2 The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable providing the discharge points and flow rates outlined in drawing P681/015 are adhered to.

We will request that the agreed strategy is reflected in the planning approval

Section 5 – Trade Effluent

- 5.1 The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.

"An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991."

Section 6 – Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Surface Water Disposal (Section 4)

CONDITION

No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

REASON

To prevent environmental and amenity problems arising from flooding.

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MID SUFFOLK DISTRICT COUNCIL

From: Assistant Director – Planning for Growth	Report Number: RF/02/16
To: Planning Referrals Committee	Date of Meeting: 8 June 2016

LAND TO THE SOUTH OF EYE AIRFIELD: DEVELOPMENT BRIEF

1. Purpose of Report

- 1.1 This report sets out the provisions of a Development Brief that has been prepared and submitted for land to the south of Eye Airfield. The land has been identified for housing purposes by the adopted Mid Suffolk Core Strategy and Core Strategy Focused Review and other planning documents produced to guide the development of Eye Airfield.
- 1.2 Councillors are requested to note that the document which will subsequently be used to guide the consideration of future planning applications in line with the Development Plan and other material considerations.

2. Recommendation

- 2.1 That, the content of the Land to the South of Eye Airfield Development Brief be noted as an informal planning document that will be used with immediate effect to guide the consideration of future planning applications on the site.
- 2.2 That, without prejudice to the formal consideration of the related planning application for the development of the site, the Planning Referrals Committee gives careful consideration to the completion of a planning obligation to ensure that future applications on the site are substantially in accordance with the provisions of the Development Brief and addendum to the Design and Access Statement.

3. Financial Implications

- 3.1 There are no financial or resource implications arising directly from the content of this report.

4. Legal Implications

- 4.1 There are no legal implications arising directly from the content of this report.

5. Risk Management

The key risks are set out below:

Risk Description	Likelihood	Impact	Mitigation Measures
The development is of poor quality and does not meet strategic aims	Unlikely	Noticeable	Ensure clear design guidance is provided via a Development Brief

6. Consultations

- 6.1 Extensive public consultation and engagement has been undertaken in conjunction with the preparation of the Development Brief including two exhibitions and numerous meetings with Eye Town Council. The Town Council also held an independent 'drop-in' event for residents in June 2015.
- 6.2 The District Council formally consulted the statutory bodies, other organisations and local residents on the draft Development Brief in June 2015. The outcome of this consultation is summarised in **Appendix 1**.
- 6.3 In response to the observations and comments received the Development Brief was revised and a further formal consultation was undertaken on the final version in October 2015. The outcome of the second consultation is summarised in **Appendix 2**.

7. Equality Analysis

- 7.1 There are no equality and diversity implications arising directly from the content of this report.

8. Shared Service / Partnership Implications

- 8.1 This report relates to a matter affecting Mid Suffolk only.

9. Links to Joint Strategic Plan

- 9.1 The proposals would accord with the Joint Strategic Plan which seeks to ensure there is enough good quality, environmentally efficient, and cost-effective homes with the appropriate tenures in the right locations.

10. Key Information

- 10.1 The Mid Suffolk Core Strategy (2008) and the Core Strategy Focused Review (2012) identify a need for additional homes in Eye and envisage that most of these homes will be accommodated on land broadly situated to the south of the former airfield. The land is not however formally allocated for housing purposes but instead is referred to as a broad location for additional development. The broad housing location is shown on the extract reproduced from the Eye Airfield Planning Position Statement (**See Appendix 3**).

- 10.2 Policy FC 1.1 of the Core Strategy Focused Review requires that proposals for development should conserve and enhance the local character of the different parts of the district. Proposals should also demonstrate how they respond to the local context and contribute to the wider policies of the Mid Suffolk Core Strategy and other relevant documents to ensure that any subsequent development is sustainable. The policy encourages developers to prepare development briefs and masterplans to address these matters. It is against this backdrop that a Development Brief has been prepared for the Eye broad housing location.
- 10.3 The Eye Airfield Development Framework (2013) and Eye Airfield Planning Position Statement (2013) have both been produced to guide development in the area. This report seeks Councillors approval to note the content of the Development Brief as an informal planning document to specifically guide the consideration of future housing proposals on the land to the south of the airfield. This would accord with the status conferred to the Eye Airfield Development Framework and the Eye Airfield Planning Position Statement.
- 10.4 The aim of the Development Brief is to ensure that there is a consistent approach to the design and appearance of future dwellings within the housing area. The aim is to achieve a cohesive and sustainable form of development which is of a high standard in line with the District Council's stated strategic objectives.
- 10.5 An outline planning application has been submitted for the construction of up to 280 dwellings, a 60 bed residential care home, the relocation of existing farm buildings and associated infrastructure on the site. All detailed matters have been reserved for subsequent approval with the exception of the points of access. This application is the subject of a separate report to the Planning Referrals Committee.

What is expected from a Development Brief?

- 10.6 Development Briefs are usually prepared to provide design guidance for a site of a significant size or sensitivity. They should:
- be developed in line with relevant planning and urban design policies - a development brief considers both planning matters and commercial development potential;
 - contain indicative design information such as broad massing arrangements, building heights and key urban design features such as active frontages and landmark buildings;
 - contain an indication of the mix of land uses and desired types of residential and commercial accommodation; and
 - contain an indicative, flexible vision of future development or a strategic design framework.
- 10.7 Development Briefs are normally prepared by Developers and are often submitted for consideration shortly before or at the same time as a planning application is made. The documents should be prepared in consultation with local people and other organisations (which has been the case here) and are used to guide the consideration of future proposals.

- 10.8 The Development Brief was formally submitted for consideration in June 2014 following engagement with Eye Town Council and local residents. In response to the consultation that was subsequently undertaken by the District Council many helpful observations were received, including detailed comments from the Town Council.
- 10.9 In response to those observations, and comments from Officers, the document has been significantly revised and enhanced to provide greater clarity around the potential design and appearance of the subsequent development. Further consultation was undertaken in October 2015.
- 10.10 In May 2016 minor revisions were made to the content of the Development Brief and an Addendum has been submitted. The Town Council and local residents have been notified of this revision via and planning application process.

How will these objectives be fulfilled at Eye Airfield?

- 10.11 The Development Brief (See Background Document) seeks to establish a set of overarching design principles for the land to the south of Eye Airfield. It contains broad guidance and parameters for use by subsequent developers. The detailed design and layout of the proposed development along with access and drainage matters will be determined via subsequent planning applications. Councillors are therefore only being asked to consider the broad design principles set out in the Development Brief at this stage.
- 10.12 The guiding vision is to create a new landscape-led housing area which draws upon local design references and incorporates sustainability principles. Building materials and styles are intended to reflect the historic traditions of Eye thereby adding positively to the character of the town. The development would be served by a network of roads and paths which are easy to navigate by pedestrians, cyclists and motorists and incorporate a mix of housing types and tenures as well as formal and informal areas of public open space.
- 10.13 An extract from the Development Brief showing the revised Indicative Master Plan for the area is attached (**See Appendix 4**). The plan broadly shows the location of housing and open space areas and connections for pedestrians, cyclists and motorists to and from the existing built-up area. As will be noted it is proposed that five distinct development areas would be created, four of which would radiate from a large central park. Each development area would be framed by appropriate landscaping. This approach has been heavily influenced by the existing topography and site features and the intended access arrangements. The primary vehicular access would be on Castleton Way but further limited vehicular access would be available from Langton Grove. Further dedicated pedestrian and cycle links are proposed via Heygate and Victoria Hill to maximise permeability.
- 10.14 The Development Brief sets out a hierarchy for the design of streets within the housing area with the view to establishing a strong sense of place though the use of different materials, the introduction of pinch points, and tree planting. The aim is to reduce vehicle speeds and encourage off-street parking wherever possible. To this end the Development Brief contains specific guidance on the location of parking areas to enhance the proposed public realm.

10.15 The key to creating a successful place is the importance of being able to understand and find your way around a new development. The Development Brief will provide the necessary framework to fulfil this objective and will provide the high level guidance required for the consideration of future planning applications.

What impact will the proposals have upon the local area?

10.16 The Mid Suffolk Core Strategy (2008) and the Core Strategy Focused Review (2012) both identify the land to the south of Eye Airfield as a broad location for additional housing development. The prospect of additional development taking place in this location has therefore been known and recognised in subsequent informal planning policy documents. The purpose of the Development Brief is to inform the consideration of future planning applications on the housing land and provide an appropriate and flexible framework for future decision-making purposes.

10.17 Eye Town Council has consistently maintained that any subsequent development on the site should reflect the building forms and styles that are prevalent in Eye, rather than elsewhere, and be highly sustainable. In order to address these concerns revisions were made to the first formal iteration of the Development Brief to provide greater clarity around the potential design, appearance and layout of any subsequent dwellings. In addition the document was amended to incorporate the observations made on sustainability by the Town Council, the Environment Agency and Natural England. As a result of these revisions the document provides a meaningful and workable design framework for future use.

10.18 Concern also been expressed by Eye Town Council, other parish councils and several local residents about the potential increase in traffic on the A140 road and the highway safety implications that would arise from the use of existing road junctions. Information has been submitted with the associated planning application which assesses the impact of the proposal upon the highway network. This assessment has been considered by the local highway authority and in summary the use of Castleton Way as a principal vehicular access point with limited vehicular access from Langton Grove is acceptable. The precise access arrangements will however need to be considered in conjunction with the associated planning application.

10.19 The construction of a new vehicular access point from Castleton Way is proposed in order to encourage motorists to make use of the Castleton Way/A140 road junction in preference to other junctions. The creation of a new access point in Castleton Way would also minimise disturbance to residents in Heygate. Use of the existing access from Langton Grove by motorists would be limited to reinforce the intended movement strategy for the site.

10.20 In addition to the above there is considerable concern about the adequacy of existing services, particularly local schools and the doctors' surgery, to accommodate additional development demands. These particular issues will need to be addressed via the associated planning application.

10.21 Concern has been expressed locally about the prospect of additional flooding and pre-existing problems in Victoria Hill. In order to manage on-site surface water drainage a series of attenuation ponds are proposed as part of an over-arching green infrastructure strategy for the site. As such the development will incorporate sustainable drainage principles in line with national planning guidance and local

requirements to manage surface water run-off. The proposed development will not therefore exacerbate existing problems. Anglian Water has confirmed that there is capacity at the waste water treatment plant to serve the development.

- 10.22 Whilst the first iteration of the Development Brief has been revised in response to the observations made by Historic England, the second iteration has included land for a potential residential care home in close proximity to designated heritage assets (listed buildings) in Langton Green. This is the highest part of the development area and concern has been expressed by Historic England about the impact of this aspect of the proposal upon the setting and appreciation of these designated assets and the wider appreciation of Eye Castle, a Scheduled Monument, the Grade 1 listed Church of St Peter and St Paul, Eye Conservation Area and Eye Airfield (an undesignated asset). The Suffolk Preservation Society expressed similar reservations about development in the Langton Green area in its response to the first iteration of the Development Brief.
- 10.23 In response to these concerns photomontages have been produced to assess the potential scale and mass of the proposed development from key viewpoints. This additional information has been considered by Historic England but it remains concerned that the development of the site could cause harm to the appreciation of Eye's historic core, albeit at a low level.
- 10.24 Revisions have therefore been made to the Development Brief to confirm that the height of any buildings to be erected on the northern most portion of the site will be no more than two storeys high in order to mitigate any harm. In addition the indicative Master Plan has been revised to provide for the relocation of the care home. As a result any residual impact upon designated heritage assets and the wider landscape will be minimised.
- 10.25 In order to ensure that future proposals for the site accord with the design principles established for the site, it is recommended that the Planning Referrals Committee gives careful consideration to the use of a planning obligation to ensure that subsequent planning applications on the site substantially accord with the provisions of the Development Brief and Addendum to the Design and Access Statement.

Conclusion

- 10.26 The Development Brief contains the necessary design guidance required to inform the consideration of future planning applications on the land to the south of Eye Airfield. It will fulfil the expectations of Policy FC 1.1 as set out in the adopted Mid Suffolk Core Strategy Focused Review and should be used as an informal planning document. Councillors are accordingly requested to note the content of the Development Brief document and the design principles it contains.

11. Appendices

- | | |
|---|----------|
| 1. Summary of consultation responses: June 2015 | Attached |
| 2. Summary of consultation responses: October 2015 | Attached |
| 3. Extract from the
Eye Airfield Planning Position Statement | Attached |
| 4. Indicative Master Plan | Attached |

12. Background Documents

Land to the South of Eye Airfield Development Brief (October 2015) and Addendum (May 2016) can be accessed here:

<http://www.midsuffolk.gov.uk/planning-and-building/planning-policy/local-development-framework/eye-airfield-planning-position-statement/land-south-of-eye-airfield-development-brief/>

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APPENDIX ONE

Land to South of Eye Airfield Development Brief Consultation Responses: June 2015

Eye Town Council - Comments that it has been involved in discussions about the development of the site since Autumn 2014. It reiterates that there is a genuine opportunity to mould the development proposals for the benefit of the town. As submitted the Development Brief is generic in nature rather than place specific.

The principal concern of local people is the impact of the proposals upon the town and the services that are already deemed to be under pressure. This it says is not an anti-development stance but a genuine concern about what is needed. The fact that the former airfield is identified for further commercial development adds to this concern. It is not sufficient for any deficiencies to be addressed solely through developer contributions. Further long term investment is required into public services.

The Town Council considers that the Development Brief fails to provide a compelling vision for the site which given its size relative to the town is a critical weakness. In its view the Development Brief is too generic in nature and does not reflect local distinctiveness. The phasing arrangements relative to the provision of infrastructure are unclear. There is little commitment to the provision of affordable housing, the sustainability section is weak and ecological considerations do not appear to have been fully taken into account.

The Town Council submitted a nine page document providing detailed comments on the content of the Development Brief. It is also submitted a document setting out the outcome of a 'Drop In' event held by the Town Council on 13 June 2015 which was attended by approximately 150 people and six letters of representation received from local residents.

In summary, the comments within the letters of representation centre upon whether there is a need for the development, and if there is a need the residents consider affordable housing should be provided based on up to date data. Comments were also made in connection with the impact of the nearby industrial area, shadow flicker from the existing wind turbines, traffic, vehicle speeds, road safety, and the ability of the existing doctors' surgery and schools to cope.

Brome and Oakley Parish Council - Is concerned about the A140 road and its ability to cope with the additional traffic generated by the development. Considers additional traffic could use of Brome Street to gain access to the A143 road. Reservations expressed over the ability of local services, doctors' surgery and schools to cater for 500+ new residents.

Denham Parish Council - Is concerned that the proposals will put an additional strain on local services, particularly schools. Reservations expressed over the ability of the A140 road to cope with additional traffic. Questions whether the development will be sustainable in the absence of appropriate infrastructure and employment opportunities.

Diss Town Council - Is concerned that it has not been involved at an early stage and questions to what extent South Norfolk District Council and Norfolk County Council have been involved with the evolution of the Development Brief. Considers the proposals could give rise to additional commuter traffic and impact upon the employment opportunities and services available in Diss and the wider area.

Hoxne Parish Council - Is concerned that the number of houses proposed is unclear. Reservations expressed over the ability of the sewerage system to cope with the development and surface water run-off. Comments also made about traffic, air and light pollution. Is concerned about the impact of traffic congestion upon the character of Eye and. Question whether Castleton Way is an appropriate access road given the proximity of the school and hospital. Questions also raised about the mix of housing, the availability of infrastructure, particularly medical services and schools, employment opportunities, parking provision, and the availability of police resources.

Mellis Parish Council - Requires reassurance that the proposed development will be sufficiently viable to ensure that appropriate infrastructure will be provided to secure, for example, improvements to Eye Town Hall as a key community facility for existing and future residents. Considers the development should be phased to allow for the integration of new residents into the community.

Palgrave Parish Council - Questions the suitability of the site for development given a possible changing planning policy context, the possible construction of a Power Station and an 'Energy from Waste' plant in close proximity. Concern is also expressed about the visual impact of the existing wind turbines upon future residents. Considers the land should remain in agricultural use.

Comments that the Development Brief makes no mention of additional employment opportunities or other facilities which infers there will be additional commuting to Diss and other centres, exacerbating traffic problems on the A140 road and its associated junctions. Comments upon the ability to secure affordable housing in association with the proposals may be limited and questions the need for further housing in Eye in the light of additional development taking place in Diss and the surrounding area.

Yaxley Parish Council - Considers that the education facilities available in Eye are inadequate to serve the development and require improvement. Comments that the road system is unable to cope and further improvements, particularly to the A140, are required.

Local Highway Authority (SCC) - No comments received.

Suffolk County Council (Strategic Planning) - No comments received.

Environment Agency - Points out that there could be odour, noise and pest impacts given the proximity of the site to the Eye Airfield Industrial Estate. Has provided comprehensive observations to improve the potential sustainability credentials of the development and suggests this could be achieved by using garden cities and suburb concepts. It highlights that the development should amongst other things have a clear identity, echo traditional building styles, incorporate a network of public spaces, contain sustainable drainage systems, give priority to the needs of pedestrians and cyclists and have accessible green space. It also identifies the opportunities to design the development in a manner that is responsive to climate change, for example, through the orientation of buildings, use glazing systems to avoid overheating and landscaping to provide shade. Further observations are provided on sustainable design and construction techniques and water management.

Historic England - Comments that the proposals should assess the impact upon the historic environment, including designated and undesignated heritage assets. Although there are no designated assets within the site, Eye Airfield should be regarded as an undesignated asset being one of approximately 450 temporary airfields constructed during

World War II. The historical development section of the Development Brief is silent on the construction of the airfield and this omission should be addressed.

Whilst the Development Brief usefully subdivides the town into character areas, Langton Green contains a significant number of listed buildings and could form a separate character area in its own right. The topography of the site is described but there is no follow through on how this is to be used to inform subsequent development proposals. Higher density development would seem logical on the lower parts with this reducing further up the slope to reduce the impact of development upon the longer views from Eye Castle (a designated heritage asset).

The proposed development parcel (No.15) on the highest part of the site is not related to the remainder of the development. There would appear to be an opportunity to create a separate identity to this part of the development so as to help minimise any harm to the setting of the adjacent listed buildings and the longer views from Eye Castle.

Natural England - Advises that the proposed development is unlikely to have an adverse effect on statutory designated sites and landscapes. It offers further advice on the completion of Landscape Character Assessments and their use as a tool to ensure that development proposals make a positive contribution in terms of design, form and location to avoid unacceptable impacts. It recommends that the Development Brief is underpinned by sustainable design principles that promotes high quality green infrastructure. It also underlines the importance of biodiversity in developments.

Norfolk County Council - Does not consider the Development Brief raises any strategic cross-boundary issues.

South Norfolk District Council - No comments received.

Anglian Water - Confirms that there is capacity available at the Hoxne Road Water Recycling Centre and within the foul water network to serve the development. Highlights that no surface strategy has been agreed with Anglian Water but a sustainable drainage system is preferred.

Suffolk Preservation Society - Supports the proposal in principle given the highly sustainable location of the site but notes that the Development Brief makes no reference to the proximity of nearby industrial premises, major infrastructure projects and wind turbines. Whilst a high degree of landscaping is welcomed, it suggests that it might not provide appropriate mitigation. It highlights that 290 dwellings equates to an approximate 30% increase in the number of households in Eye which is disproportionate for a small historic town.

The Society points out that the western development parcel would result in an incursion into countryside and considers it should be excluded from development. The proposals do not in its opinion adequately acknowledge Iron Age landscape and archaeological richness of the area. It acknowledges that the Development Brief has regard to the setting of Listed Buildings at Langton Green but considers more could be done by reducing the number of dwellings in this area. Finally, it considers that the principal vehicular access from Castleton Way is likely to result in significant pressure on the highway network, particularly at the start and end of the school day.

Interested Parties - **ELEVEN** comments were received:

- Resident C - Welcomes the possibility of more affordable housing being provided on the site but wishes to ensure that there is a variety of housing types and tenures which is informed by an up to date housing needs survey. Comments that it is interesting to see that interesting archaeological finds have been found on the site which should not be destroyed by the development.
- Resident D - Comments that the scale of the development is excessive and will create sewage and drainage problems. Considers property will be devalued. Requires assurances that no access will be obtained from Haygate. Comments that additional traffic will be a hazard and that existing schools and the doctor's surgery will be unable to cope. Expresses concern about the availability of emergency services in the event of an incident.
- Resident Ha - Comments made about the impact of the proposals upon the landscape and rural environment, residential amenities, the adequacy of existing services, the absence of employment opportunities and flooding.
- Resident Hu - Considers the development to be too large to be absorbed into the area and will place additional demands on over-stretched schools and health facilities. It will create further traffic on the A140 road and pressure on the sewage system. Raises concerns over the adequacy of water supplies given that the area is very dry. Considers the development should be scaled down in size.
- Resident J - Questions the need and potential demand for additional housing in Eye. Considers the level of development will change the character of the town. Has concern over the ability of existing services to cope with the development. Highlights that noise and disturbance is caused by the existing industrial area and wind turbines and that further disturbance would be caused by the development. Also considers the proposals will give rise to additional flood risks.
- Resident Mc - Does not consider the site to be suitable for development.
- Resident Mu - Considers there should be a 20 metre wide tree planting buffer around the site which is established around each development parcel as early as possible to offset the impact of the development upon existing and future residents. Questions whether it is appropriate to provide a recreation area within the safeguarding zone to the gas compressor station.
- Resident N - Does not consider Eye to be a suitable location for further development because of the limited ranges of services available. The development area is a rich wildlife habitat which will be destroyed by the proposals. The suggested inclusion of ponds to manage surface water will be a source of danger to children. The development will generate additional traffic on the A140 road and increased strain on the doctor's surgery. Considers there are enough homes in the UK and that use should be made of brownfield sites rather than agricultural land.

- Resident Pa - Understands the need for additional housing provision but considers this is unlikely to happen. Comments that new residents will work outside Eye and the town centre will not benefit from the development. The existing schools and health centre are already overloaded. Considers the amount of development proposed in the Langton Green area is too much and will cause further problems on Victoria Hill.
- Resident Pr - Concerned about the adequacy of the A140 road to cater with the additional demands that would be placed upon it. Points out that the town acts as a hub for many of the surrounding villages and that the proposals would place additional demands upon schools and health services. Also highlights that the nearest A&E department is 25 miles away. Comments that the development would be better placed elsewhere.
- Resident S - Considers too many dwellings are proposed which would damage the character of the town. Questions whether there is a need for additional housing. There are a number of properties in the town which do not appear to be selling. Highlights that access to and from the A140 road can be dangerous at certain times of the day increasing the risk of accidents. Expresses concern about the adequacy of existing services to cope with the additional demands that would be placed upon them.

APPENDIX TWO

Land to South of Eye Airfield Development Brief Consultation Responses: October 2015

Eye Town Council - Is concerned that a related application for outline planning permission may be determined before the Development Brief is endorsed. Furthermore the outline application makes provision for all detailed design matters to be reserved for subsequent approval. The Town Council wish to see the acceptability of the Development Brief determined in the first instance.

The revisions to the Development Brief following the previous consultation are welcomed however considerable concern is expressed over the possible introduction of a 60 bed care home into the development mix when there appears to be little justification for it. The emphasis should be on a mix of housing types including provision for elderly people to allow for independent living.

Significant concerns remain over traffic management and the need for additional infrastructure. Neither, the Development Brief, or associated planning application, address these matters, in particular the capacity of the A140 junctions. Further clarity is also sought in relation to the provision of affordable housing and the viability of the scheme.

Historic England - Note that comments made in connection with the previous iteration of the Development Brief have been incorporated into the revised document and that the additional text provides for a robust assessment of the Historic Environment. Express reservations about the way in which the topography of the site has informed the development proposals. Consider higher density development should be accommodated on the lower lying land nearest the existing residential development to safeguard views from Eye Castle. Likewise the area proposed for the care home should incorporate lower density development to respond to the topography. The scale, height and mass of the proposed care home will require careful consideration, as will the location of any landmark buildings to ensure that they fit into the townscape and do not become unduly intrusive in longer views. Request the submission of further information to assess the potential impact of the proposals upon designated heritage assets.

Natural England - Has no comment to make upon the content of the Development Brief but advise that should the proposals be amended in any way which significantly affects its impact upon the natural environment Natural England should be consulted again.

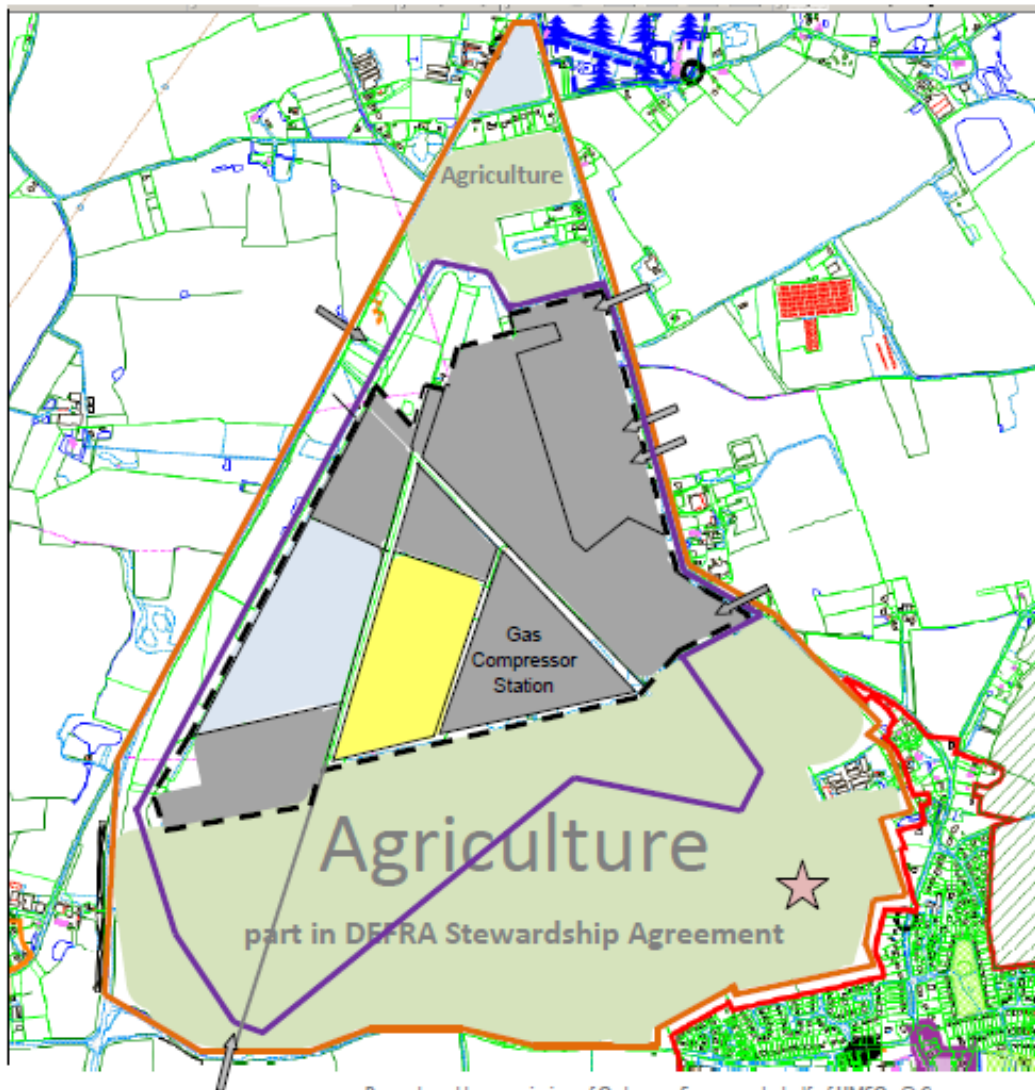
Interested Parties - **FOUR** comments were received:

- Resident Ha - Considers the land to be totally unsuitable for development and likely to be subject to contamination from former wartime uses. Future residents are unlikely to enjoy a high standard of amenity because of noise from the nearby employment area. The development is also likely to give rise to flooding issues. Considers the proposals will cause disturbance to local residents. Does not consider adequate consideration has been given to wildlife interests. Does not consider there is a need for the number of dwellings proposed. Considers new homes should be constructed closer to where people work to avoid the need for commuting. Suggests there are smaller and better sites in for development.

- Resident Ho - Questions the need for and desirability of an additional care home being accommodated within the development. Considers the provision of such a facility to be unnecessary and outmoded as a means of caring for the elderly. Questions the ability of local services to accommodate the demands that would arise from further development and the availability of local employment opportunities.
- Resident S - Notes the revisions made to the document and considers the planned development could be very pleasant. Questions however the suggested development mix and the need for larger dwellings. Considers there should be a greater proportion of smaller dwellings. Suggests further thought is given to the use of renewable energy sources and recommends that photovoltaic roof tiles are used in preference to 'bolt on' solar panels at a later date. Questions the ability of local services to absorb the demands that will arise from the additional development, particularly the primary school and the Doctors' surgery.
- Resident W - Comments made in connection with additional traffic, highway safety, foul and surface water drainage.

APPENDIX THREE

Extract from the Eye Airfield Planning Position Statement: Existing Uses 2013



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KEY

- Study Area Boundary
- Historic Wartime Boundary to the Airfield
- Planning Policy Site Boundary
- Existing Industrial Areas mostly developed through allocation
- Infill Industrial Areas developed through planning application *[based on (saved) policies in Local Plan (1998), Core Strategy (2008) and Core Strategy Focused Review (2012)]*
- Potential Infill Area – ‘safeguarded’ for ‘Energy Park that may include (a) Nationally Significant Infrastructure Project (NSIP) (Gas-fired Power Station and/or (b) SCC Waste Core Strategy efw site
- Countryside predominantly Agricultural in character
- Access Points
- Core Strategy Broad Location for housing growth

Land to South of Eye Airfield Development Brief - Indicative Master Plan: May 2016

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- KEY**
-  SITE BOUNDARY
 -  RESIDENTIAL - 280 DWELLINGS
 -  CARE HOME - 60 BED
 -  MAJOR POINT OF VEHICULAR ACCESS
 -  MINOR POINT OF VEHICULAR ACCESS FOR CARE HOME AND 15 RESIDENTIAL PROPERTIES ONLY
 -  PEDESTRIAN/EMERGENCY ACCESS ONLY
 -  POTENTIAL PEDESTRIAN/CYCLE LINKS
 -  EXISTING PUBLIC FOOTPATHS
 -  POTENTIAL DIVERSION OF PUBLIC FOOTPATH
 -  POTENTIAL CHILDREN'S PLAY AREA
 -  OPEN SPACE
 -  PROPOSED TREE BELT
 -  EXISTING TREES AND HEDGEROWS RETAINED
 -  BUFFER TO EXISTING PROPERTIES - MINIMUM 10m 'BUILT FORM SETBACK'
 -  POTENTIAL ATTENUATION PONDS

LAND TO THE SOUTH OF EYE AIRFIELD - INDICATIVE MASTERPLAN



MID SUFFOLK DISTRICT COUNCIL

From: Corporate Manager – Open for Business	Report Number: RF/03/16
To: Planning Referrals Committee	Date of meeting: 8 June 2016

FOOD ENTERPRISE ZONES

1. Purpose of Report

- 1.1 To gain approval for the Public Consultation on the Local Development Order on the Stowmarket Enterprise Park (Gipping Food Enterprise Zone, Stowmarket)

2. Recommendations

- 2.1 That the Committee approve the commencement of a period of public consultation, to run from 15th June to 13th July 2016, on the Local Development Order (LDO) for the Stowmarket Enterprise Park (Gipping Food Enterprise Zone, Stowmarket) .

3. Financial Implications

- 3.1 None - all costs relating to the production of the Local Development Order have been covered by a grant from DEFRA. There will be some loss of income from potential planning application fees, however this can be recovered from the Enterprise Zone retained business rate fund.

4. Legal Implications

- 4.1 None directly associated with the content of this report. Failure to appropriately consult may jeopardise the LDO process and broader FEZ development.

5. Risk Management

- 5.1 Key risks are set out below:

Risk Description	Likelihood	Impact	Mitigation Measures
Failure to progress the LDO, or consult, may impact on the DEFRA grant funding or zone development	2	2	Progress and consult on the LDO

6. Consultations

- 6.1 Initial consultations have taken place with the site developer, in drawing up the Local Development Order (LDO)

7. Equality Analysis

- 7.1 There are no Equality and Diversity implications arising directly from the content of this report

8. Shared Service / Partnership Implications

- 8.1 The Council is working closely with DEFRA, Suffolk County Council and New Anglia Local Enterprise Partnership to progress the work necessary to progress the zone

9. Links to Joint Strategic Plan

- 9.1 Theme No 2 - Business Growth and Increased Productivity

10. Key Information

- 10.1 The designation for two Food Enterprise Zones (FEZ's) in Suffolk was awarded by DEFRA in July 2015, one for Wherstead, the other in Stowmarket. Since then the Councils have been working on Local Development Orders (LDO's) to simplify commercial development in the Zones and stimulate growth in the local Food and Drink sector.
- 10.2 Since the FEZ was awarded, Mid Suffolk successfully bid for full Enterprise Zone (EZ) status for the Mill Lane site in Nov 2015. This is the first site in the UK with the dual Food Enterprise and national Enterprise Zone status and the boundaries of each designation are identical. This has the added benefit of a business rate free period of up to 5 years for businesses relocating into the zone
- 10.3 This site will be jointly branded and marketed with the other New Anglia Local Enterprise Partnership EZ sites under the banner 'Space to Innovate'. As a result of the joint designation, the site will be renamed **Stowmarket Enterprise Park**. This clearly identifies where the site is, to help attract new inward investment into the area
- 10.4 The LDO reflects the planning conditions and S106 agreement relating to planning application MS 0371/15. This will give outline permission for the development of the larger 79ha **Gateway 14 Business & Enterprise Park** and full planning permission for the construction of access road, drainage, lagoon and bund to protect Clamp Farm.
- 10.5 An LDO has to go out to public consultation for a period of 28 days. Committee approval to go out to public consultation is now requested.
- 10.6 If that approval is forthcoming, then the Stowmarket Enterprise Park LDO consultation will start on Wednesday 15 June and end 13 July 2016. Upon completion of that period, any representations will be considered. The LDO may then be adopted by the Council's Planning Referrals Committee scheduled for August 2016.

- 10.7 Once the Order is in place, individual plots can come forward with proposals for development. These will need to be agreed by Development Management that they meet the LDO criteria under 'prior notification' within 28 days. There will be no fee charged for these proposals, which encourage growth through simplifying the planning procedure. The lost fee income can be reclaimed from the retained business rate fund for Enterprise Zones. If the development is for proposals outside those specified in the LDO, then the normal planning process will apply.

11. Appendices

Title	Location
(a) Draft Gipping Food Enterprise Zone, Stowmarket Enterprise Park, Local Development Order	Attached
(b)	
(c)	
(d)	

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Gipping Food Enterprise Zone

Stowmarket Enterprise Park

Draft Local Development Order

DRAFT

25 May 2016

DRAFT

Document Created	15 October 2015
Last Saved	26 May 2016

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Consultation Arrangements

Purpose

The purpose of this consultation is to gain views on the Stowmarket Business and Enterprise Park Draft Local Development Order. Responses are sought on the contents of this document. Consultation is being undertaken in accordance with Section 38 (3) and (4) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which specifies who must be consulted.

Consultation Period

The consultation runs for the statutory period of 28 days from 15th June **until** 13th July **2016**.

Availability of Documents

The draft Local Development Order (LDO), Statement of Reasons and associated documents and the public notice are available in the following locations and consultation responses are invited by post or email as detailed below:

Electronically	www.xxxxx where you can view and download the LDO documents. The documents are available to accessibility readers or can be made into a large print format via pdf
Council Offices	Planning Mid Suffolk District Council, 131 High Street Needham Market Ipswich IP6 8DL
By post	9am to 5pm Monday to Friday
By email	Marked 'Stowmarket LDO Consultation' to the address above xxxxxxxxxxxxxxxxx@

All responses will be recorded, reviewed and analysed according to material considerations and reported to the Planning Referrals Committee for consideration, prior to determining whether to adopt the LDO.

1. Introduction

- 1.1 This document sets out the Local Development Order (LDO) for the Stowmarket Business Park, Mill Lane, Stowmarket.
- 1.2 The LDO will allow the construction of 'B' Class commercial buildings within the red line shown on Figure 1 without the need for planning permission, subject to compliance with the restrictions of this LDO and associated conditions.
- 1.3 Buildings which:
- Subject to location within the LDO area, fall within Class B1, B2 and B8 of the Town and Country Planning Use Classes Order;
 - are within specified height restrictions; and
 - comply with the materials restrictions and design guidance referred to in the LDO,
- will be granted permission following application for an LDO Certificate.



Figure 1. Outline of LDO Area

- 1.4 The LDO Certificate is a shorter form of planning application, taking a maximum of 28 days from validation of the application by the District Council to decision.

1.5 Other proposals which do not comply with the parameters set out in this LDO may still be considered acceptable but would need to be applied for using a different application process, either by means of a reserved matters application following permission 0371/15 or as a full planning application.

1.6 Further advice can be obtained from:

Planning, Mid Suffolk District Council, 131, High Street, Needham Market, IP6 8DL

Email: planningadmin@midsuffolk.gov.uk

DRAFT

2. Background & Context

- 2.1 Policy 7.9 of the Stowmarket Area Action Plan (SAAP) (Adopted February 2013) allocates 79 hectares of land to the south of the A14 and to the west of the A1120 for employment use, open space, leisure and recreation. This area is referred to as the Stowmarket Business and Enterprise Park. Part of the site (20 hectares) was designated a Food Enterprise Zone in 2015 by the Department for Food, Environment and Rural Affairs (DEFRA) and, subsequently, as an Enterprise Zone in November 2015. Such a designation allows local planning authorities the opportunity to consider whether a Local Development Order is appropriate for the Enterprise Zone area speed up the planning and development process for the site and provide more certainty for investors, developers and the local community.
- 2.2 This draft Local Development Order has been prepared to encourage businesses, especially those related to food and drink production, to develop in the Enterprise Zone without the need to secure planning permission, as long as the proposals comply with the conditions of the Order.
- 2.3 Specific restrictions are set out by this LDO as to the type and height of the development which may be allowed without planning permission and which are set out at Sections 10, 11 and 12. If your development falls within these restrictions you can apply for an LDO Compliance Certificate, which is a shorter form of application taking a maximum of 28 days from validation by the District Council to determination. (Other forms of development which do not comply with the parameters set out in this LDO could still be acceptable but require an application to be made either under reserved matters application following permission 0371/15 or as a full planning application).
- 2.4 All developments undertaken by means of an LDO compliance application need to include the details set out at Chapter 13 and are subject to conditions on both the LDO at Section 15 and on the outline planning permission for this site and also the Section 106 Agreement, set out at Sections 8 and 9. Certain elements of the outline approval will need to be completed before LDO compliant development can take place. These restrictions are explained in Section 9 and progress to discharging these conditions will be reported on the LDO website at www.xxxxxxx.gov.uk
- 2.5 The LDO requires development certified as compliant to commence before the expiration of the LDO, which is DDMMYY (five years from the adoption of the LDO).

3. Site Description

- 3.1 The Business and Enterprise Park is a greenfield site located on the eastern edge of Stowmarket to the east of the A1120 and between the A14 to the north and the railway line to the south, extending east into open countryside. The site occupies a northern slope of the Gipping Valley and is currently predominantly in agricultural use with an area of approximately 10ha of uncultivated wet meadowland in the south-east. The closest significant housing is the Cedars Park neighbourhood located to the west of the site from which it is separated by the A1120 and existing commercial buildings. The open countryside to the east includes a cluster of former farm buildings at Clamp Farm that have been converted to a number of residential units adjoining part of the eastern site boundary. The Clamp Farm cluster includes 2 listed buildings. Approximately 500 metres to the north east of the Business and Enterprise Park is the village centre of Creeting St Peter.



Figure 2: Map of Locality

4. Local Development Orders

4.1 LDOs were introduced through the Planning and Compulsory Purchase Act 2004 with a purpose of allowing local planning authorities to extend permitted development rights for certain specified forms of development. In other words, subject to compliance with certain conditions, development could take place without going through the formal planning application process.

4.2 The National Planning Practice Guidance outlines the process governing the preparation and the implementation of Local Development Orders and can be viewed here: <http://planningguidance.planningportal.gov.uk/blog/guidance/when-is-permission-required/what-types-of-area-wide-local-planning-permission-are-there/>

4.3 The current Regulations require that if a local planning authority proposes to make a LDO they must first prepare:

- (a) A draft of the Order; and
- (b) A statement of their reasons for making the order.

The statement of reasons must contain:

- (i) A description of the development which the order would permit; and
- (ii) A plan or statement identifying the land to which the order would relate.

4.4 An LDO has to be consulted on in the same way as if it were a planning application. Following the review of the results of the consultation, the LDO can be approved by the Local Planning Authority. The Secretary of State has to be notified of its approval via the National Planning Casework Unit, as soon as practicable after adoption.

4.5 The LDO, once formally adopted by the local planning authority, therefore provides:

- Certainty for investors, developers, neighbours and occupiers because they know what types of development will be acceptable in planning terms;
- Cost savings for businesses through reducing the need for statements and studies supporting planning applications and the time taken to get a decision on whether the development is acceptable; and
- Businesses the ability to react quicker to change, thereby reducing costs by allowing businesses to remain competitive.

5. Purpose

5.1 This LDO comprises:

1. Statement of Reasons for granting planning permission and conditions. The Statement also includes advice notes and sources of further information;
2. The Local Development Order setting out the terms of the planning permission granted, including a prior notification requirement, planning conditions and exceptions; and
3. Process and Procedures under the LDO which will be followed by Mid Suffolk District Council as the local planning authority and by applicants.

5.2 The LDO and the terms within it will be active for a period of 5 years following the day of its adoption and will expire following this period. It will therefore cease to apply on the day following the fifth anniversary of the adoption of this order.

5.3 Mid Suffolk District Council proposes to review progress with the LDO on the third anniversary of its adoption to be able to fully reflect on the continuing suitability of the order in light of any changes to planning policy. The review will be completed within 28 days of the third anniversary and at the end of the review the Council will determine whether to:

- a. Retain the LDO as it stands for the remaining 2 years of its life;
- b. Retain but revise some elements; or
- c. Revoke and Cancel the LDO

5.4 Development which has commenced under the provisions of the LDO can be completed in the event that the LDO is revoked, or revised or expires provided it still complies with the established conditions and criteria for development. Development which has been applied for and granted under the provision of the LDO but not commenced would expire at the date that the LDO expires or is revoked and would subsequently require planning permission.

6. Statement of Reasons

- 6.1 This Local Development Order has been prepared to help streamline the planning process and enable business development to take place within the designated Enterprise Zone, as identified on Figure 1, without requiring planning consent as long as the conditions attached to the LDO are complied with. Where a development proposal does not conform to the Order or cannot satisfy the conditions attached to the Order, planning consent will need to be sought in the usual way.

Objectives

- 6.2 The Enterprise Zone seeks to enable development at the Stowmarket Business and Enterprise Park that will:
- Create an estimated 560 jobs;
 - Stimulate the creation of additional jobs in the wider food sector supporting the Food Enterprise Zone;
 - Support new entrants to the market, facilitating business start-ups and high growth enterprise;
 - Introduce innovation and upskilling opportunities at every step, especially through strengthening links with science and education via local Higher and Further Education establishments;
 - Offer access to additional support and grants as available from Mid Suffolk District Council, New Anglia Local Enterprise Partnership and their partners;
 - Attract inward investment into the area and growing the size of the agri-food sector;
 - Growing a network around this important sector; and
 - Providing access to faster broadband

Justification for Creating an LDO

- 6.3 The District Council is committed to enabling opportunities for the delivery of both environmentally and economically sustainable growth. Priority 1 for Mid Suffolk in the Joint Babergh and Mid Suffolk Strategic Plan 2014-2019 is to: *“Lead and shape the local economy by promoting and helping to deliver sustainable economic growth which is balanced with respect for wildlife, heritage and the natural and built environment.”*
- 6.4 The production, processing and selling of locally sourced food is an important part of the local economy, recognised through the designation of part of the Stowmarket Business and Enterprise Park by the government as a Food Enterprise Zone in 2015.
- 6.5 The Suffolk Growth Strategy seeks to build on Suffolk’s distinctive competitive economic and environmental advantages. It acknowledges that there is particular potential for growth in the specialist food and drink offer driven by national demand for high quality locally sourced food. The size of the food & drink and agriculture sectors in Mid Suffolk is significantly larger than the Suffolk average, highlighting its importance to the local economy.

- 6.6 The Strategy identifies 9 growth sectors, one of which is food drink and agriculture. With key outcomes to:
- strengthen skills;
 - attract inward investment and promote enterprise;
 - focus growth in principal economic growth locations; and
 - improve transport, digital communications and other infrastructure.
- 6.7 The planning process for the delivery of employment uses at the Business and Enterprise Park is at an advanced stage. As explained elsewhere, the site is allocated in an adopted local plan for the nature of development planned by the LDO, a Development Brief for the site has been adopted and the District Council's Planning Committee has agreed to grant outline planning permission for employment uses. The planning consent cannot be issued until a Section 106 planning agreement has been signed. Given the level of certainty and planning control, the LDO will provide a means of delivering built development on the site that conforms with the conditions of the outline planning consent and this LDO. The conditions attached to the Order are no different to those that might be attached to a planning permission for this site and in fact repeat those in the outline planning permission where they are appropriate to the LDO designated area.

Benefits

- 6.8 The LDO will:
- Make bringing forward defined development easier for landowners, occupiers and developers by outlining all of the development that is permitted, without the need for planning permission which will improve investor and occupier clarity, certainty and confidence;
 - Ensure, through the application of the conditions attached to the LDO and already included in the planning approval for the site provide appropriate protection of amenity for residents and others in the vicinity of the Enterprise Zone so that they do not suffer from adverse impact arising from inappropriate development;
 - Allow economic development to occur in a timely manner in response to business opportunities for growth and expansion; and
 - Enable the early commencement of employment development on Phase 1 of the Business and Enterprise Park as a catalyst for the development of future phases of the Park;

7. Planning Policy Context

7.1 National Planning Policy

The National Planning Policy Framework (NPPF) sets out the government's economic, environmental and social planning policies. Paragraph 215 indicates that "due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)".

7.2 Paragraph 19 states that "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."

7.3 The NPPF also requires that investment in business should not be over-burdened by the combined requirements of planning policy expectations and that local planning authorities should consider using Local Development Orders to relax planning controls where impacts are acceptable, and in particular where this would promote economic, social or environmental gains for the area, such as boosting enterprise (Paragraph 199).

7.4 Mid Suffolk Planning Policy

Policy CS1 of the Core Strategy (2008) states that the majority of new development will be directed to towns and key service centres. Stowmarket Area Action Plan (SAAP) (2013) provides the current up-to-date site specific planning policies that guide how the Enterprise Zone will be developed. Policies 7.9 to 7.14 are specific to the site and allocate it for employment, open space, leisure and recreation. The policies also require that a Development Brief is prepared and that, with particular attention to the Enterprise Zone area, the following is addressed:

1. The need for both formal and informal public open space, including formal playing pitches to the north of the site, and a designated ecological wetland area to the south-east of the site.
2. Public access to the countryside and to the Gipping Valley path in particular, and contributions to the River Gipping improvements.
3. Landscape proposals must satisfactorily address:
 - i. the 'urban gateway' role of the site;
 - ii. limiting its visual intrusion into the open countryside, including a minimum of 40m of structural landscaping along the length of Cedars Link A1120 for each phase of development;
 - iii. views in, out, and across the site;
 - iv. the important 'edge of town' setting;
 - v. potential light pollution issues; and
 - vi. the needs of the NPPF Technical Guidance;

7.5 The SAAP policies for the site also require:

- Site access and local highway improvements to be addressed during the earliest phases of the development;

- possible environmental mitigation measures, including air quality, water quality and noise attenuation measures;
- the possible need to divert or place underground the existing overhead electricity cables; and
- support for Police and other social infrastructure for the future residents and employees of the area; and

7.6 The Development Brief

In accordance with the requirements of SAAP, a Development Brief has been formulated for the area covered by this LDO. It was adopted by Mid Suffolk District Council as a supplementary planning document on 1st March 2014 and provides the framework, along with the adopted planning policies, for how the site should be developed. A zoning approach has been established based on the height of buildings at various parts of site, recognising the landform characteristics and, in particular, the sloping nature of the site. In respect of the area covered by this LDO, the relevant zones also identify the land uses allowed in these areas.

Mill Lane, Stowmarket
(The Proposed Stowmarket
Business and Enterprise
Park)

Development Brief

Adopted as a supplementary planning
document 10th March 2014

Stowmarket
BUSINESS AND ENTERPRISE PARK



- 7.7 The adopted Development Brief is a material consideration in assessing proposals for development under the LDO and can be viewed on the Council's website at <http://www.midsuffolk.gov.uk/planning-and-building/planning-policy/local-development-framework/stowmarket-area-action-plan/mill-lane-development-brief/>

Developers preparing schemes for approval under this LDO should therefore have regard to the content of the Brief and demonstrate, by means of the completion and submission of the LDO compliance forms, how their proposal satisfies its objectives.

8. Planning History

8.1 In February 2015 a hybrid planning application was submitted to Mid Suffolk District Council (Reference 0371/15) seeking:

- 1) Outline planning permission to establish the principle for employment development on 58ha; and
- 2) Full planning permission for access (and associated sustainable urban drainage), and structural landscaping.

8.2 The outline planning application covered the whole of the SAAP allocation and in 2015 the Planning Committee resolved to approve it subject to the signing of a Section 106 agreement. As at May 2016 the Section 106 has yet to be signed and therefore the planning approval has not been issued.

8.3 Both the planning approval and the Section 106 agreement, when issued, will require certain matters to be addressed before development permitted by this LDO can take place. These requirements are set out in paragraphs 8.9 - 8.10 below.

8.4 At the time that the planning application was considered, extensive consultation took place with statutory bodies and amenity organisations in respect of the potential impact of development. A number of constraints on and in the vicinity of the site were identified and the conditions attached to the planning consent seek to overcome any detrimental impact on neighbouring properties, local infrastructure and natural and historic features.

Any development that takes place under the LDO will need to have regard to these constraints and conform with the conditions of LDO. Failure to comply with the conditions could result in enforcement action being invoked by the local planning authority.

8.5 Phasing

Phasing of the development of the site, particularly with regards to the implementation of the landscaping, has been agreed through the determination of the outline planning consent.

8.6 The outline planning approval is divided into Phase 1a and Phase 1b in this respect.

8.7 Phase 1a will include:

- Excavation of the attenuation lagoon, creation of the bund and associated landscaping to Clamp Farm
- Construction of a pathway to the railway/wetland boundary
- The formation of the new entrance from the A 1120 roundabout and the construction of an estate road with associated drainage terminating within the site at a new roundabout. This may also include other internal roadways to allow for the development of up to 6ha of land on any part of the site, which will form part of reserved matters.

These items all require completion before the commencement of any other development on the Business Park.

- Footpath and cycleway improvements to Mill Lane from Buzzard Close over the existing Mill Lane Road Bridge to a new tree lined public access way.
- Planting of a woodland belt alongside the A 1120 leading south from the entrance roundabout. Advance planting of this belt will be carried out where land is at grade; otherwise planting of this will be phased to coordinate with buildings constructed at a similar level within the site, so construction of a building at the 35m contour within the site will be mitigated by platform raising and planting where the 35m contour meets the A 1120.
- Planting of a belt including a 2.5m corridor for access for 200m eastwards from the Mill Lane road bridge. The remainder of the planting of this belt down Mill Lane towards Clamp Farm will be installed as part of subsequent development to coordinate with contours of the site.

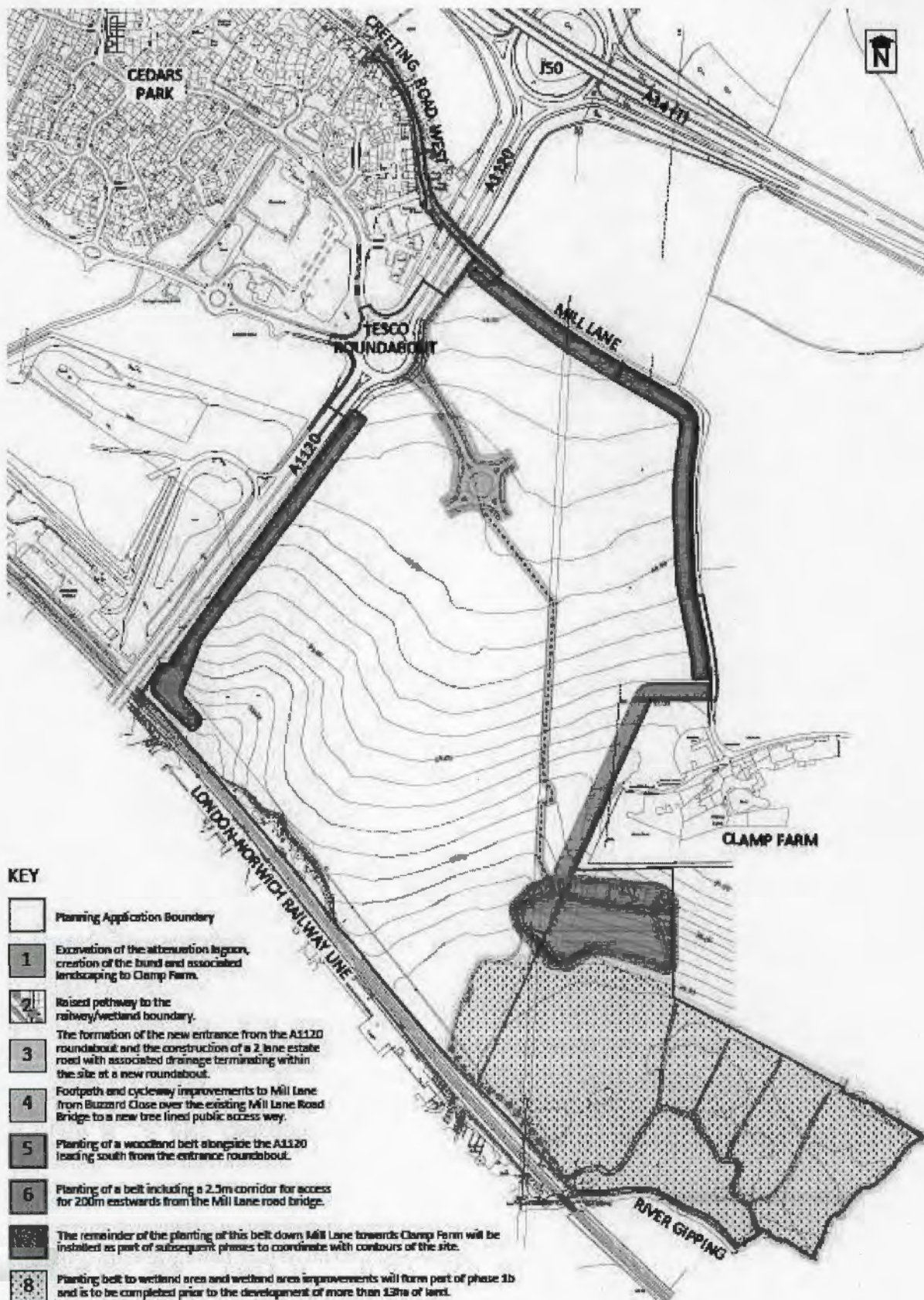


Figure 3: Phase 1A

8.8 Phase 1 b will include:

- The connection between the development and Mill Lane to the east of the site
- The connection between the A 1120 and Mill Lane will be constructed and adopted as public highway before the section of Mill Lane running to the North of the application site can be closed. Traffic regulations to limit the use of the closed section to cyclists and pedestrians will be required. Access will be maintained to existing businesses served by Mill Lane and there will be an HGV restriction on Mill Lane to the East except for access. These measures will be activated at the time that the new connection is made to Mill Lane.
- The layout and planting of the wetland area including woodland belt.

All parts of Phase 1a shall have been completed, except with regards to contour related planting, prior to the commencement of phase 1b. No more than 13ha of land shall be developed until these have been completed.

8.9 **Section 106 Agreement**

The Agreement is available to download on the LDO website at www.xxxxxxx.gov.uk in order that investors and developers are aware of the requirements and constraints relating to when employment development allowed by the LDO can take place. The LDO website provides information as there is progress in meeting these legal requirements.

8.10 In terms of restrictions on the development in the Enterprise Zone, the Section 106 Agreement can be summarised as requiring the following:

1. Before LDO development takes place all engineering and construction works for the excavation of the attenuation lagoon and the construction of the bund in the proximity of Clamp Farm must be completed relating to these works must be completed in the first season following commencement of the works (Part 1 para 2.1.1);
2. Prior to the commencement of LDO development the developer must enter into a Section 38 Agreement with the County Council in relation to the adoption of the Phase 1 Road
3. Before any LDO development is commenced, the first Traffic Regulation Order contribution must be paid to the County Council;
4. Before any LDO development is commenced, the Public Rights of Way contribution must be paid to the County Council.
5. In the first planting season following the commencement of the construction of the Phase 1 Road, a 20 metre belt of combined planting and verge along the 200 metre corridor shown between points marked "G" and "H" on Plan 2 must be provided, but not including the provision of the path which forms part of the Public Rights of Way works that falls within the 20 metre belt (Part 1 para 2.3);

6. In the first planting season following commencement of the construction of any building or buildings, to complete the planting of that part of the woodland belt between points E and F and points H and I on Plan 2 to the extent that:
 - a. where more than 50% of the floor area of any building is constructed west of the line "A" to "L" on Plan 2 then all work in relation to the Woodland Belt "E" to "F" which are at or above the contour height occupied by the floor slab must be completed; and
 - b. where more than 50% of the floor area of any building is constructed east of the line "A" to "L" on Plan 2 then all work in relation to the Woodland Belt "H" to "I" which are at or above the contour height occupied by the floor slab must be completed (Part 1 paras 2.4, 2.41 & 2.4.2);
7. Prior to the occupation of the first unit the Phase 1 road must be constructed from the A1120 up to and including the proposed new roundabout and an agreement with the local highway authority shall have been entered into for them to adopt the road (Part 1 paras 2.2.1 & 2.2.2)
8. Before the occupation of the first unit on the development, 50% of the Public Transport Infrastructure Contribution must be paid to the County Council.
9. Prior to the occupation of more than 10,000 sq m total floor space, the Developer has to pay the Community Facility Contribution to the District Council (Part 1 para 1);
10. Prior to the development of more than 6 hectares of nett developable land a valid reserved matters application for the construction of the Link Road between the A1120 and Mill Lane must be submitted to the District Council (Part 1 para 2.5);
11. No section of either the Link Road or Spur Road can be commenced until the Section 38 Agreement in respect of that section has been entered into with the County Council.
12. Before the completion of the Link Road, the second Traffic Regulation Order contribution must be paid to the County Council;
13. No more than 13 hectares of net developable land can be developed until the whole of the Link Road has been delivered and the Wetland Area has been laid out and planted (Part 1 para 2.6);
14. Before more than a combined total of 30,000 sq m of units on the Site is occupied, the remaining 50% of the Public Transport Infrastructure Contribution must be paid to the County Council;
15. Prior to the development of more than 25 hectares of net developable land a reserved matters application must be submitted to the District Council for laying out, constructing, delivery and making available for use of the whole of the Spur Road to access Phase 2.

16. The owner and developer must not cause, permit or allow any activity or development on the Site which shall have the effect of frustrating the laying and construction of the Spur Road access to Phase 2 (Part 1 para 4);
17. The Owner must implement and deliver the provisions of the Landscape and Habitat Management Plan in all aspects (Part 1 para 6);

IMPORTANT NOTE

These restrictions apply to development which can take place under the LDO and any developer seeking to take advantage of the LDO should therefore satisfy themselves that these have been, or will be, completed before proceeding.

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9. LDO Commencement Conditions

- 9.1 The development of the Enterprise Zone will entail starting from the basis of a greenfield site. As such, a number of requirements of the outline planning permission will need to be completed before LDO consented development can proceed. (A copy of the full planning permission is available to download on the LDO website at www.xxxxxxx.gov.uk setting out the full details of these conditions)

IMPORTANT NOTE: Any developer seeking to take advantage of the LDO should therefore satisfy themselves that the following has been, or will be, completed before proceeding. The LDO website contains details on the progress of the discharging these conditions

1. Before any proposals can be submitted to the Local Planning Authority for consideration under the LDO Scheme, a scheme of the sequence of infrastructure and reserved matters programme timetable within phases, as required by planning approval reference 0371/15 must be submitted to and agreed in writing by the Local Planning Authority including alternative sequence programmes.
- 9.2 In addition various conditions require discharge as the development across the site, whether under the LDO process or reserved matters, proceeds.

IMPORTANT NOTE: Any developer seeking to take advantage of the LDO should therefore satisfy themselves that the following has been, or will be, completed before proceeding. The LDO website contains details on the progress of the discharging these conditions

1. In accordance with the phasing details agreed pursuant to the above condition for each part or phase of the development, drainage details incorporating sustainable drainage principles and a full assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The scheme, following the objectives of the PFA Consulting Flood Risk Assessment and Drainage Strategy (both dated January 2015) shall be implemented in accordance with the approved details before the relevant phase of development is occupied. The scheme shall also include:
 - a. Limiting the surface water run-off generated by the 1 in 1 year, 1 in 30 year and 1 in 100 year critical storm so that it will not exceed the runoff from the undeveloped, Greenfield site and not increase the risk of flooding off-site, in accordance with section 3 and Table 3.3 of the FRA submitted.
 - b. Provision of attenuation storage, sized and designed as per the calculations and drawings within the FRA (Appendices 9-12) to manage the volume of water generated in all rainfall events up to and including the 1 in 100 year return period event including allowances for climate change.
 - c. The pipe diameters of the drainage network shall be determined during the detailed design stage and calculations shall be submitted which demonstrate they are sized to adequately convey the critical duration 1 in 100 year return period rainfall event, including allowances for climate change. A fully labelled network diagram showing all dimensions (pipe numbers, gradients, sizes, locations, manhole details etc.) of every element of the proposed drainage system should be submitted.

- d. All surface water management features must be designed in accordance with CIRIA (C697) The SuDS Manual so ecological, water quality and aesthetic benefits can be achieved in addition to the flood risk management benefits. Details should also be provided of the attenuation basin bank heights and maximum water levels in a range of rainfall events. Consideration should be given to the ability to access the basin for future maintenance, the provision of a sediment forebay, erosion control if necessary, and a 300mm freeboard to the emergency spillway. The side slopes should also be designed to allow for maintenance.
 - e. Plans and drawings showing the locations and dimensions of all aspects of the proposed surface water management scheme. The submitted plans should demonstrate that the proposed drainage layout will perform as intended based on the topography of the site and the location of the proposed surface water management features. In addition, full design details, including cross sections of the proposed surface water drainage features will be required.
 - f. Details of the future adoption and maintenance of all aspects of the surface water drainage strategy. The local planning authority should be satisfied that arrangements are in place for the long term maintenance and management of the surface water management scheme.
 - g. An assessment of the requirement for long term storage to address the additional volume of runoff generated by the developed area compared to the runoff that previously took place from the Greenfield site should be provided. Please refer to R&D Technical Report W5-074/A/TR/1 for more information regarding long term storage.
 - h. Minimum ground floor levels for all built development on the site will be set above 25.26m AOD, in accordance with section 3.70 of the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
2. Prior to the first occupation of a part or phase of development a scheme for the provision of fire hydrants and hardstanding areas to provide appropriate carrying capacity for pumping/high reach appliances of 15/26 tonnes respectively shall be agreed in writing with the Local Planning Authority and installed and retained in accordance with the agreed details.
 3. Before each part or phase of the development is commenced, details of the estate roads and footpaths, [including layout, levels, gradients, surfacing and means of surface water drainage] and a timetable for said works, shall be submitted to and approved in writing by the Local Planning Authority. The details agreed shall be implemented and completed in their entirety in accordance with the timetable agreed.
 4. Prior to the first occupation of any part of the site an updated Framework Employment Travel Plan, including monitoring provisions, shall be submitted to and approved in writing by the Local Planning Authority and which covers the implementation of the travel plan throughout the whole development.

Thereafter all such measures as may be included in the plan shall be put in place and operated at all times.

5. Prior to first occupation a Travel Plan Management Group, administered by the Estate Management Company, must be set up in accordance with the approved Framework Employment Travel Plan and each individual phase Travel Plan to assist the implementation of the Travel Plan throughout the whole development.
6. Prior to the first occupation of any part or phase of the development a new Toucan (signalised) crossing shall be constructed and brought into use on the A1120 south of the Gun Cotton Way roundabout together with the provision of an associated 3.0m wide footway/cycleway linking the new Toucan crossing on the east of the A1120 with the development site.

The additional footway/cycleway will connect to the proposed footway/cycleway on the south side of the new access road, shown on drawing T279/14.

Details shall be submitted to and approved in writing by the Local Planning Authority and implemented as agreed.

7. Prior to the first occupation of any part of or phase of development on the site details of the bus stop provision including the siting, design and shelter etc, and including a timetable for the implementation of the works shall be submitted to and agreed in writing with the Local Planning Authority.
The scheme shall be implemented as the agreed details and timetable unless otherwise agreed in writing with the Local Planning Authority.

10. Permitted Development and Uses in the LDO Area

- 10.1 Within the area outlined in red on the plan at Figure 1 the erection or construction of buildings is permitted, subject to compliance with the conditions of this LDO and attached to planning application reference 0371/15 and the requirements of the Section 106 agreement attached to the same planning approval.
- 10.2 The site area, in accordance with the Mill Lane, Stowmarket (The Proposed Stowmarket Business and Enterprise Park) Development Brief the site is divided up into four areas. A, B, C and D.

SITE AREA MAP

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10.3 AREA A

Area A is the area situated to the eastern boundary of the site, adjacent to Clamp Farm. In this area development that consists of the erection or construction of a building within:

- (a) Class B1 (Business) of the Schedule to the Use Classes Order

Interpretation: Class B1 (Business) includes offices (not falling within A2), research and development, light industry (industrial processes that can be carried out in any residential area without causing detriment to the amenity of the area)

is permitted, subject to the following restrictions:

HEIGHT: 6.5m to eaves (clear eaves to underside of haunch).

MATERIALS: Limited to brick or black finished weatherboarding



View West from Mill Lane to Clamp Farm and the Stowmarket Enterprise Park

10.4 AREA B

Area B is the landmark entrance location of the site, adjacent to the A1120 roundabout. In this area development that consists of the erection or construction of a building within:

- (a) Class B1 (Business) of the Schedule to the Use Classes Order

Interpretation: Class B1 (Business) includes offices (not falling within A2), research and development, light industry (industrial processes that can be carried out in any residential area without causing detriment to the amenity of the area)

- (b) Class B2 (General Industry) of the Schedule to the Use Classes Order

Interpretation: Class B2 consists of use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

is permitted, subject to the following restrictions:

HEIGHT: Maximum eaves height 8.0 metres (**clear eaves to underside of haunch**)

DESIGN: Buildings on this area are expected to be designed and constructed to maximise the potential of this location, forming the landmark entrance to the application site.



10.5 AREA C

Area C is situated to the north of the Phase 1 entrance road and to the south of Mill Lane, this zone forms part of the entrance to the site. In this area development that consists of the erection or construction of a building within:

- (a) Class B1 (Business) of the Schedule to the Use Classes Order

Interpretation: Class B1 (Business) includes offices (not falling within A2), research and development, light industry (industrial processes that can be carried out in any residential area without causing detriment to the amenity of the area)

- (b) Class B2 (General Industry) of the Schedule to the Use Classes Order

Interpretation: Class B2 consists of use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

is permitted, subject to the following restrictions:

HEIGHT: Maximum eaves height 6.5 metres (clear eaves to underside of haunch)

10.6 AREA D

Area D forms the north-eastern part of the site, to the south of Mill Lane. In this area development that consists of the erection or construction of a building within:

- (a) Class B1 (Business) of the Schedule to the Use Classes Order

Interpretation: Class B1 (Business) includes offices (not falling within A2), research and development, light industry (industrial processes that can be carried out in any residential area without causing detriment to the amenity of the area)

- (b) Class B2 (General Industry) of the Schedule to the Use Classes Order

Interpretation: Class B2 consists of use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

- (c) Class B8 (Storage and Distribution)

Interpretation: Class B8 consists of storage and distribution, including open air storage.

is permitted, subject to the following restrictions:

HEIGHT Maximum eaves height 6.5 metres (clear eaves to underside of haunch)

10.7 AREA E

Area E consists of the central area of the site. In this area development that consists of the erection or construction of a building within:

- (a) Class B1 (Business) of the Schedule to the Use Classes Order

Interpretation: Class B1 (Business) includes offices (not falling within A2), research and development, light industry (industrial processes that can be carried out in any residential area without causing detriment to the amenity of the area)

- (b) Class B2 (General Industry) of the Schedule to the Use Classes Order

Interpretation: Class B2 consists of use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

- (c) Class B8 (Storage and Distribution)

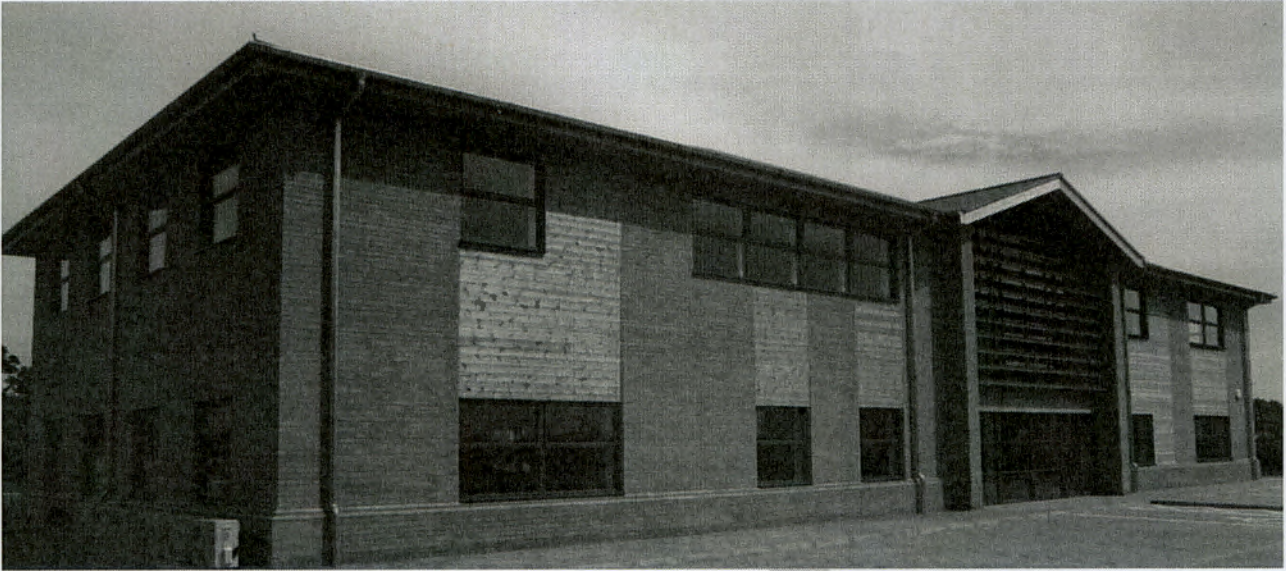
Interpretation: Class B8 consists of storage and distribution, including open air storage.

is permitted, subject to the following restrictions:

HEIGHT Maximum eaves height 8 metres (clear eaves to underside of haunch)

11. Materials

These materials restrictions apply across the LDO site for all proposals, and in addition are subject to the area restrictions as set out above.



Brick: Woolpit White or bricks of a similar colour and finish, such bricks might include Suffolk Smooth by York Handmade, Suffolk Multi by Edenhall, or another such brick, details of which are to be submitted as part of any application.

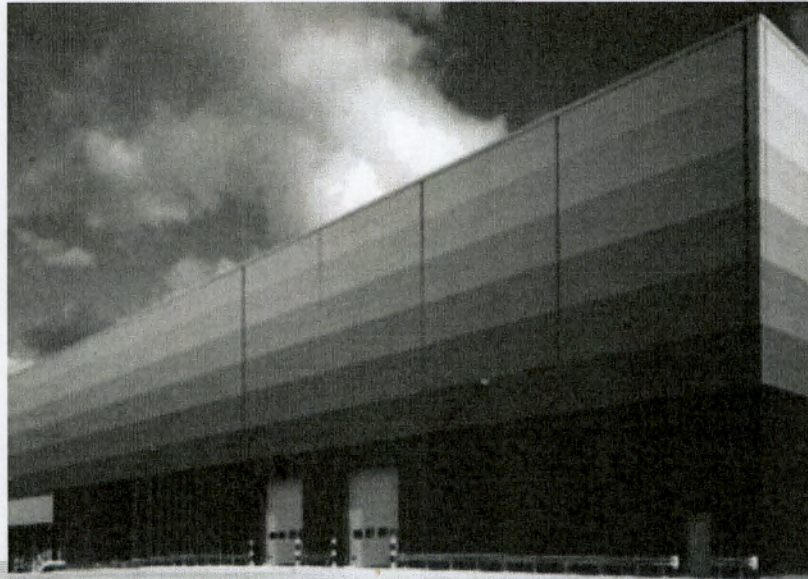


Roof:Roof palette either traditional red, or shades of grey/black. A sedum or alternative 'green roof' to contribute to the control of water run-off and energy measures would also be acceptable.

Glass: Glass will be acceptable as a building material in this area subject to the use of solar shading on south facing elevations

Composite Panels: The use of composite metal panel systems is acceptable subject to the incorporation of insulation to achieve high levels of thermal efficient producing modern green buildings. The use of multiple colours and panel profiling will be required to break up the visual impact of the large areas of walling.

Colours will need to be specified as part of the LDO process and implemented as agreed. However, colours should be more subdued and non-reflective in finish to reduce the overall impact. Colour contrast and reflective materials may be used in some instances to highlight key features of the building but should in general be avoided across large areas of buildings.



12. Site Wide Design Guidance and Restrictions

12.1 In addition to the area specific guidance set out above all proposals must consider the adopted Mill Lane (The Proposed Stowmarket Business and Enterprise Park) Development Brief and also any Design Guidance issued pursuant to this LDO.

12.2 The following offers additional design guidance which should be considered as part of proposals coming forward under this LDO process:

12.3 DESIGN

New buildings should be of high quality and design, appropriate for the use and context. The design of any building, even the simplest industrial building, should make some positive visual contributions to its setting and environment.

Long blank, windowless facades should be avoided, particularly facing a street, car parking area or public open space.

12.4 PLANNING

The layout and design will be expected to front buildings onto the roads and pedestrian routes, close to front boundaries and providing a building prominent streetscene to the public realm with private external spaces, parking and yards behind. This should provide for buildings and streets that clearly relate to and address the roads and pedestrian routes, minimising the impact of car parking areas and yards.

Buildings should be carefully planned to ensure that the internal layout allows windows and entrances to overlook public streets and spaces and private car parking areas as well as pedestrian routes.

Frontages adjacent to pedestrian routes and public spaces/areas must be designed to provide visual interest, activity and supervision, with particular regards to the ground floor.

12.5 ADVERTISING

The LDO does not confer any rights with regards to advertising or signage, which will fall within current regulations. These regulations set out three types of signage, that which is outside the control of the regulations, that which benefits from 'deemed consent' (not requiring permission, subject to conforming with the relevant restrictions) and that which requires advertisement consent.

Advertisement consent application is a separate process from the LDO application, however the Mid Suffolk Planning Department can provide further advice in this respect.

The Outdoor Advertisements and Signs guide can be viewed at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11499/326679.pdf

and which sets out the different types of advertisement that may benefit from deemed consent, or which require a separate application for advertisement consent.

13. Process and Procedures

- 13.1 Developers are required to submit the required amount of information, as required by the LDO Conditions, in order that the local planning authority can determine whether the terms of Stowmarket Business and Enterprise Park LDO are met such that planning permission is granted for the proposal under its provisions.
- 13.2 Developers can and should engage in pre-submission discussions with the Planning Department in order to determine the extent of required information and the level of pre-submission agreements that should be secured with relevant bodies prior to submission of the scheme of assessment of compliance with the LDO.
- 13.3 In submitting schemes for LDO approval, developers will be required to provide a certain amount of information, in part to provide details as required by the outline planning approval (0371/15) and in part to provide sufficient information to assess this proposal.

REQUIRED DOCUMENTS:

- Application Forms – Available at Appendix Three of the LDO and online at www.xxxxxx.gov.uk
- Red line site location plan including scale and North point
- Layout plan

REQUIRED DETAILS:

- **DESIGN**
Details of design and materials, including:
 - i. Building facing and roofing materials;
 - ii. Building colours and finishes;
 - iii. Size and location of signs, including fascia and freestanding signs;
 - iv. Parking location and number of spaces (including disabled, cycle and lorry parking) and how provision meets the Suffolk County Council Advisory Parking Standards¹;
 - v. boundary treatments (including the details of walls and fences for individual buildings);
 - vi. lighting;
 - vii. outdoor spaces including soft and hard landscaping;
 - viii. security principles; and
 - ix. waste bin storage arrangements.

During determination of any LDO applications consideration will be given to the details set out in the Development Brief at <http://www.midsuffolk.gov.uk/planning-and-building/planning-policy/local-development-framework/stowmarket-area-action-plan/mill->

¹ <https://www.suffolk.gov.uk/planning-and-environment/planning-and-development-advice/parking-guidance/>

lane-development-brief/ and (if issued pursuant to the LDO) Supplementary Design Guidance

- **OPENING HOURS**

Details of opening times, operation/working times and delivery times. The times for each building, or part thereof, shall be implemented as agreed unless otherwise subsequently agreed in writing.

- **NOISE MITIGATION Use Class B2 or B8 and with a gross floor area of 2000m²**

For buildings within Use Class B2 or B8 and with a gross floor area of 2000m² or above a review of noise mitigation proposals shall be carried out by a suitably qualified and competent acoustic consultant and submitted with any application. The review should be carried out to ensure that noise emissions from the activities of the operator on site do not exceed 43dB LAeq (1 hour) between 23:00 and 07:00 hours 1metre from the facade of any residential property.

- **CONSTRUCTION MANAGEMENT: REQUIREMENTS FOR OVER 2000 SQ METRES**

Construction Management Plan Conditions
Over 2,000 sq m
<ul style="list-style-type: none"> a) A description of the development; b) Key contractor and site management details; c) A summary of the phasing for that part of the programme including details of any works that might cause additional disruption or disturbance; d) An overview of the equipment expected to be used during the relevant phase; e) An assessment of the noise level and air quality mitigation and monitoring measures related to key construction processes; (Provisions for mitigating noise should follow the guidelines set out in BS 5228) f) Details of works to minimise risk to construction workers, occupiers of the site and local residents from construction works including noise and emissions; g) Impacts on overhead powerlines and subterranean services; h) A scheme for construction lighting; i) A scheme for waste including minimisation, litter management, re-use and recycling; j) Reporting and monitoring scheme; k) Considerate contractor scheme; l) Means of access including traffic routes and a scheme including controls to keep construction traffic from Mill Lane; m) Vehicle parking and manoeuvring for both site operatives and visitors, loading and unloading n) Details of the storage of construction materials on site, including details of compounds, storage areas, siting and maximum storage height. No construction plant or materials shall be situated within the floodplain area. a. Details of the siting of any on site compounds and portaloos, including details for the removal of waste o) Boundary treatments

p) Details of operating hours

- **CONSTRUCTION MANAGEMENT: REQUIREMENTS FOR OVER 2000 SQ METRES WITHIN AREA A**

Construction Management Plan Conditions
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Under 2,000 sq m

- | |
|--|
| <ul style="list-style-type: none"> a) A description of the development; b) Key contractor and site management details; c) Details of works to minimise risk to construction workers, occupiers of the site and local residents from construction works including noise and emissions; d) A scheme for construction lighting; e) A scheme for waste including minimisation, litter management, re-use and recycling; f) Reporting and monitoring scheme; g) Considerate contractor scheme; h) Vehicle parking and manoeuvring for both site operatives and visitors, loading and unloading i) Details of the storage of construction materials on site, including details of compounds, storage areas, siting and maximum storage height. No construction plant or materials shall be situated within the floodplain area. j) Details of the siting of any on site compounds and portaloos, including details for the removal of waste k) Boundary treatments l) Details of operating hours |
|--|

- **FOUL WATER**

A foul water drainage scheme prepared in consultation with the Environment Agency must be submitted with the Compliance Notification. The scheme shall require foul water drainage to be provided, in the first instance, by connection to the Anglian Water sewer network, or subject to it being demonstrated in terms of the water supply, wastewater and water quality section of the Planning Practice Guidance that such connection is not feasible, a non-mains drainage scheme in the form of a package treatment plant shall be installed that includes the following specific mitigation measures:

- i). Soakaways to be constructed to BS6297:2007
- ii). No connection to watercourse or land drainage system and no part of the soakaway system is within 10 metres of any such ditch or watercourse.
- iii). No siting of the package treatment plant within 50 metres or upslope of any well, spring or borehole used for private water supply.

- **SUSTAINABLE DEVELOPMENT MEASURES**

Details of a scheme for green energy measures and technology to demonstrate the steps taken to comply with the requirements of paragraphs 5.2.1 to 5.2.10 of the

Development Brief at <http://www.midsuffolk.gov.uk/planning-and-building/planning-policy/local-development-framework/stowmarket-area-action-plan/mill-lane-development-brief/>

A scheme for the provision of water including rainwater harvesting, energy and resource efficiency measures, during both construction and occupational phases.

A clear timetable for the implementation of these measures during both construction and occupation shall be submitted to and agreed in writing with the Local Planning Authority.

The scheme shall be constructed and the measures provided and made available for use in accordance with such timetables as may be agreed.

- **TRAVEL PLAN, UNITS IN EXCESS OF 2500SQ METRES IN B1 USE**

Details of the travel arrangements to and from the site for employees and customers in the form of a unit specific Travel Plan, including monitoring provisions.

Such approved arrangements shall be implemented before that part of the development is first brought into use and thereafter adhered to.

- **TRAVEL PLAN, UNITS IN EXCESS OF 4000SQ METRES IN B2 USE**

Details of the travel arrangements to and from the site for employees and customers in the form of a unit specific Travel Plan, including monitoring provisions.

Such approved arrangements shall be implemented before that part of the development is first brought into use and thereafter adhered to.

- **TRAVEL PLAN, UNITS IN EXCESS OF 5000 SQ METRES IN B8 USE**

Details of the travel arrangements to and from the site for employees and customers in the form of a unit specific Travel Plan, including monitoring provisions.

Such approved arrangements shall be implemented before that part of the development is first brought into use and thereafter adhered to.

- **TRAVEL PLAN, ALL OTHER UNITS**

Those units which fall below these thresholds must adhere to the agreed Framework Travel Plan.

14. Determination of LDO Applications

- 14.1 A period of 28 days from receipt of this information is considered a realistic timescale within which the local planning authority should be able to assess compliance and respond without causing undue delay to applicants. Should the local planning authority respond positively or fail to respond within this 28 day period then planning permission is granted for the proposal by this LDO.
- 14.2 Exceptionally the need for an extension of time for a specified period beyond the 28 days may be necessary where particularly complex proposals are advanced and where further consultation is necessary.
- 14.3 In such instances Mid Suffolk District Council will write to the applicant setting out the extension of time made, reason and any information required.
- 14.4 Proposed development which falls outside the scope of the LDO will require the submission of a planning application or other appropriate application. For the avoidance of doubt, an LDO does not exclude applicants from applying for planning permission for developments that are not permitted by the Order. Neither does an LDO supersede the requirements for development to comply with all other relevant legislation, for example, Building Regulations, Environmental Health, Hazardous Substances Consent and licences or permits from other bodies such as the Environment Agency.

15. Conditions

15.1 In addition to the submission of details in accordance with this LDO all development to which is permitted under this LDO shall comply with the following conditions:

1. TIME LIMIT

The LDO expires on DD Month YYYY (5 years after adoption). This means that all development which takes advantage of this LDO provision must have commenced by this date. Any developments commenced within the area after this date will require the submission of a formal planning application. Development which has commenced under the provisions of the LDO can be completed in the event that the LDO is revoked, or revised or expires. Development which has commenced under the provisions of the LDO can be completed following expiry of the LDO after the end of the 5 year period; provided it still complies with the established conditions and criteria for development. Any LDO compliance certificate that has been granted but not commenced will expire on DD Month YYYY if not lawfully commenced on that date and would subsequently require planning consent.

Reason: In order that the implications of the LDO can be reviewed.

2. DETAILS REQUIRED

No development permitted by this LDO shall be commenced until:

Full details of the proposed development have been submitted to the Local Planning Authority by way of the completion of the LDO Application Form accompanied by all specified supporting documents as required by the LDO Checklist.

The Local Planning Authority has sent written acknowledgment to the applicant confirming:

- a) the receipt of a valid LDO Confirmation of Compliance Application; and
- b) the start and expiry date of the 28 day LDO Compliance Assessment Period.

Following the written acknowledgement described in 2, either:

- a) The 28 day LDO Compliance Assessment Period has elapsed and the Local Planning Authority has neither certified that the proposal is compliant or noncompliant with the terms of the LDO; or
- b) Within the 28 day LDO Compliance Assessment Period, the Local Planning Authority issues written confirmation of compliance expressly stating that the proposed development accords with the planning permission granted by the LDO, subject to compliance with other pre-commencement conditions.

For the purposes of calculating the 28 day LDO Compliance Assessment Period, any Bank Holiday and any day between and inclusive of Christmas Eve and New Years Day each year shall not be taken into account.

The subsequent development should be carried out strictly in accordance with the LDO Confirmation of Compliance Application.

Reason: To ensure that the development is in conformity with the LDO and Planning Consent reference 371/15 and to ensure that LDO development can be monitored over the lifetime of the LDO.

Note: Developers, agents and landowners should refer to the LDO Confirmation of Compliance Protocol.

(0371/15 condition No. 4)

3. LDO APPLICATION

Before commencement of development and in order to ensure compliance with the LDO and Planning Consent reference 0371/15, all proposals which seek to benefit from the provisions of the LDO must complete and submit to the Local Planning Authority the form attached to this Order (Appendix Three) together with any plans and documents required by the relevant conditions of the Planning Consent in order to satisfactorily discharge the conditions relating to the proposed development.

Reason: In order to confirm that any proposal for development accords with the conditions contained within Planning Consent reference 371/15

4. APPROVED PLANS

The development shall be carried out in accordance with the following approved documents attached to planning application reference 371/15:

- Non-Technical Summary,
- Framework Employment Travel Plan,
- Design and Access Statement,
- Landscape Master Plan 11161.01,
- Sections Sheet 1 of 2 11161.02,
- Sections Sheet 2 of 2 11161.03,
- Hybrid Application Summary Plan T279/18,
- Protected Species Survey,
- Environmental Statement,
All received 2nd February 2015
- Response to Aecom Technical Notes 3, 3A and 3C
Received 30th March 2015
- Un-numbered phasing plan identifying 8 phases
Received 17th April 2015

Reason: For the avoidance of doubt and in the interest of proper planning of development.

5. APPROVED PLANS

The development shall be carried out in accordance with the approved documents submitted as part of the LDO Certificate Application.

Reason: For the avoidance of doubt and in the interest of proper planning of development.

6. PERMITTED USES: RESTRICTION ON CHANGES OF USE

The use of the land hereby permitted by the LDO shall fall within Class B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any Statutory instrument and re-enacting that Order with or without modification) and no other use except pursuant to the grant of planning permission on an application made in that regard. Except as provided for within Class I, notwithstanding the provisions of Article 3, Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), there shall be no change to the approved use(s) except pursuant to the grant of planning permission on an application made in that regard.

This is subject to the use class exclusions within each area as set out on the plan at Figure 2.

Reason – To enable the Local Planning Authority to retain control over the development in the interests of the amenity.

Note - The hereby permitted uses are restricted to Classes B1, B2 and B8 of the Schedule to the Town and Country Planning Act 1987 (or in any provision equivalent to that Class in any statutory instrument and re-enacting that Order with or without modification) except pursuant to the grant of planning permission on an application made in that regard Other uses which may be considered appropriate are set out within Stowmarket Area Action Plan (February 2013) Policy 7.9.

7. CONSTRUCTION WORKING TIME AND NOISE RESTRICTION

The construction working hours for the hereby permitted development including deliveries shall be limited to 0700 and 1900 Mondays to Fridays and 0700 and 1300 Saturdays. During these construction working hours (following construction of the bund) noise levels shall not exceed 65dB LAeq 3 hour as measured 1m from the facade of the nearest noise sensitive premises. In the event that working outside these times is necessary for a particular element of works (e.g. a concrete pour), 14 days advance notice must be given in writing to the Local Planning Authority along with contact details in the event of complaint.

Any construction working taking place in such circumstances must not exceed 55dB LA eq (1 hour) between 1900 and 2300 and 45dB LA eq (20 minutes) between 2300 and 0700 as measured 1metre from the facade of the nearest noise sensitive premises.

Reason – To protect neighbouring noise sensitive premises from adverse impacts of noise and construction working.

8. NOISE FROM FIXED PLANT AND EQUIPMENT RESTRICTION

The noise from fixed plant and equipment on site shall not exceed a rating level of 48dBA (07:00 to 23:00) and 44dBA (23:00 to 07:00). Levels shall be determined in accordance with the provisions of BS4142:2014 1metre from the facade of the nearest residential property.

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

9. NOISE RESTRICTIONS

The site as a whole shall not result in noise levels greater than LAeq1hr = 45dB (23:00 to 07:00) at the first floor levels 1metre from the nearest facade of the nearest noise sensitive premises determined by way of calculation.

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

No tonal reversal alarms for vehicles or similar such as fork lift machinery shall be used on site between 23.00 and 07.00 hours, unless a scheme for the mitigation of noise from tonal reversal alarms for vehicles or similar such as forklift machinery including times of use has been submitted to and approved in writing by the Local Planning Authority.

10. CONTAMINATED LAND

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason – To protect and prevent the pollution of controlled waters (Secondary A and Principal aquifers, nearby groundwater abstraction and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v 1.1, 2013) position statements A4-A6, J1-J7 and N7.

11. SURFACE WATER DRAINAGE SYSTEMS

Bypass type petrol interceptors shall be installed on the drainage systems serving unadopted estate road(s), areas for the parking of commercial vehicles and areas of hard-standing associated with commercial areas, to remove suspended oil and petrol unless otherwise agreed in writing, including as part of the drainage details scheme to be agreed. Where bypass type petrol interceptors are not installed paved areas and adopted roads will drain via trapped gullies to minimise the passage of silt, unless

otherwise agreed in writing, including as part of the drainage details scheme to be agreed.

Reason - To protect water quality, the site in part forming a flood zone and adjacent to a watercourse.

12. SURFACE WATER DRAINAGE

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal aquifers, nearby groundwater abstraction and EU Water Framework Directive Drinking Water Protected Area) in line with National Planning Policy Framework (NPPF; paragraphs 109, 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection (GP3 v.1.1, 2013) position statements G1, G9 to G13, N7 and N10. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins.

13. MANAGEMENT OF SOILS

The storage and handling of soils, fertiliser, pesticide and herbicides shall be carried out in accordance with details submitted in the Landscape and Habitat Management Plan received 2nd February 2015 as part of application 0371/15.

Reason: To protect the quality of the landscape with particular regards to the soil resource and supporting proposed planting.

14. TREE PROTECTION

Any trees, shrub or hedgerows within, or at the boundary of, a development area or phase that are to be retained, (including those previously planted as part of the strategic landscaping scheme or in an earlier phase of the development), shall be protected in accordance with a scheme of tree protection, (BS5837:2012), to be agreed in writing with the Local Planning Authority prior to commencement of the development of that area or phase. The Local Planning Authority shall be advised in writing that the protective measures/fencing within a development area/phase have been provided before any equipment, machinery or materials are brought onto the site for the purposes of development and shall continue to be so protected during the period of construction and until all equipment, machinery and surplus materials have been removed from that development area/phase. Within the fenced area no work shall take place; no materials shall be stored; no oil or other chemicals shall be stored or disposed of; no concrete, mortar or plaster shall be mixed; no fires shall be started; no service trenches shall be dug; no soil shall be removed or ground level changed at any time, without the prior written consent of the Local Planning Authority.

Reason - To enable existing landscaping to be protected and retained in the interests of visual amenity.

15. DEER PROOF FENCING

Prior to the first occupation or use of each part of the site with a boundary adjoining or adjacent to structural landscaping as shown on plan T279/18 received 2nd February 2015, including infrastructure, the boundary between that part of the site and the structural landscaping area shall be fenced with deer proof fencing, which shall subsequently be retained.

Reason - To minimise the risk of wildlife straying into commercial operational areas.

16. BIODIVERSITY

The measures for mitigation of impacts on biodiversity as set out in part 9 of the Environmental Statement and within the Protected Species survey shall be implemented in full, unless otherwise agreed in writing with the Local Planning Authority.

Reason - In order to safeguard and mitigate the impacts of the proposal on biodiversity.

17. TRAVEL PLAN

Units which fall below the thresholds of 2500sq metres in B1 use, 4000sq metres in B2 use and 5000sq metres in B8 use must adhere to the agreed Framework Travel Plan.

Reason: In the interests of sustainable development and to accord with the principles of the NPPF.

18. ACCESS

Prior to the first occupation of any building or unit until the road(s), footway(s) and cycleway(s) have been constructed to at least basecourse level or better in accordance with the approved details.

Reason: To ensure that access is provided in the interests of highway safety.

16. Notes to Conditions:

These are informative notes that should inform development and construction of all sites within the LDO.

1. Ground Conditions

Mid Suffolk District Council Environmental Health Department shall be contacted in the event of unexpected ground conditions being encountered during construction.

2. Safe Development

Mid Suffolk District Council Environmental Health Department request that the developer is made aware that the responsibility for the safe development of the site lies with them.

3. Dewatering

Dewatering the proposed excavation may lower groundwater levels locally and may derogate nearby domestic and licensed groundwater sources and other water features. The applicant should locate all these and agreement should be reached with all users of these supplies for their protection during dewatering. Subject to a detailed impact assessment, to be carried out by the applicant, compensation and/or monitoring measures may be required for the protection of other water users and water features. The applicant should note that under the New Authorisations programme abstraction for dewatering to facilitate mineral excavation or construction works will no longer be exempt from abstraction licensing. However, these provisions of the Water Act 2003 are being implemented in several phases. Although dewatering activities do not yet require an abstraction licence, the applicant should contact the National Permitting Service (NPS) before the commencement of any dewatering to confirm the legal requirements at the time. When scheduling their work, the applicant should be aware that it may take up to 3 months to issue an abstraction licence.

4. Sustainable Drainage Systems (SuDS) informative

1. Infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.
2. Infiltration SuDS have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.
3. Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.
4. The maximum acceptable depth for infiltration SuDS is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.

5. Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction).
6. SuDS should be constructed in line with good practice and guidance documents which include the SuDS Manual (CIRIA C697, 2007), the Susdrain website (<http://www.susdrain.org/>) and draft National Standards for SuDS (Defra, 2011).

For further information on our requirements with regard to SuDS see our Groundwater Protection: Principles and Practice (GP3 v.1.1, 2013) document Position Statements G1 and G9 – G13 available at: <https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3>

5. **Highways Note 1**

It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

6. **Highways Note 2**

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums and changes to the existing street lighting and signing.

7. **Highways Note 3**

The detailed design and layout of the Toucan crossing and associated shared footway/cycleway will be agreed as part of a Section 278 Agreement and subject to a Road Safety Audit process. It is not known at this stage if this crossing will be staggered or straight through, but the location will be approximately 20m from the circulatory carriageway on the southbound exit leaving the roundabout and within the existing 30mph restricted area. It will be desirable to implement a TRO to change the speed limit on the northbound approach in advance of the new crossing to reduce from 50mph to 40mph and there will be

a requirement as part of the Section 278 Agreement for the development to fund the related TRO, as set out in the associated S106 Agreement.

8. **Highway Note 4**

In reviewing drawing T279/14 there is concern that the new proposed entry radius from the A1120/Gun Cotton Way roundabout (shown as R100m) is too large and will not give adequate deflection and will encourage higher entry speeds. This will lead to high entry speeds on approach to the site and is particularly not desirable in advance of the pedestrian crossing. It is requested that the horizontal alignment is revised to reduce this radius to increase the deflection and a condition to agree this amendment is set out above. These alterations can be agreed as part of the Section 278 Agreement and will not take the proposed alignment outside the proposed red line.

9. **Highways Note 5**

If it is intended that internal roads are adopted the developer should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of the new roads within the site. This permission/consent relates only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

APPENDIX ONE**Relevant Adopted Planning Policies**

Mid Suffolk Core Strategy:

CS5	Mid Suffolk's Environment
CS1	Settlement Hierarchy
CS2	Development in the Countryside & Countryside Villages
CS3	Reduce Contributions to Climate Change
CS6	Services and Infrastructure

Core Strategy Focused Review:

FC1	Presumption in favour of Sustainable Development
FC1.1	Mid Suffolk Approach to delivering Sustainable Development
FC3	Supply of Employment Land

CS SAAP Stowmarket Area Action Plan

Mid Suffolk Local Plan Saved Policies:

GP1	Design and Layout of Development
HB13	Protecting Ancient Monuments
RT12	Footpaths and Bridleways
SC4	Protection of Groundwater Supplies
SC6	Recycling Centres
SC7	Siting of Telecommunications Equipment
CLS	Protecting Wildlife Habitats
CL11	Retaining High Quality Agricultural Land
CL9	Recognised Wildlife Areas
CL11	Retaining High Quality Agricultural Land
CL 12	The effects of severance on existing farms
E2	Industrial Uses on Allocated Sites
E3	Warehousing, Storage and Distribution, and Haulage Depots
E9	Location of New Businesses
E10	New Industrial and Commercial Development in the Countryside
E12	General principles for Location, Design and Layout
RTS	Recreational Facilities as part of other development
T2	Minor Highway Improvements
T4	Planning Obligations and Highways Infrastructure
T7	Provision of Public Car Parking
T9	Parking Standards
T10	Highway Considerations in Development
T11	Facilities for Pedestrians and Cyclists
T12	Designing for People with Disabilities
T13	Bus Services
TS	Lorry Parking in Towns
SB2	Development Appropriate to its Setting
HB1	Protection of Historic Buildings
HB14	Ensuring Archaeological Remains are not destroyed
H16	Protecting Existing Residential Amenity

APPENDIX TWO

Mill Lane Stowmarket Business and Enterprise Park Development Brief Plan

Stowmarket
BUSINESS AND ENTERPRISE PARK



























Proposals
Plan 2014



Landscaping Key:

- 1 40m Structural Planting belt on earthwork bund raised against existing embankment
- 2 3m Open unmanaged rail margin fenced off from development zone
- 3 Existing wood to be retained and fenced off from development zone
- 4 Wetland area with raised footpath and planting to EA and Suffolk Wildlife approval
- 5 40m Structural Planting belt incorporating public footpath
- 6 20-30m Structural Planting Belt
- 7 Linear earth bund with planting
- 8 Tapering max 40m Structural Planting belt incorporating public footpath
- 9 Mixed depth New wood Planting Belt Min 40m depth avoiding Floodplain where applicable
- 10 New Ridge Top wood 100m depth incorporating woodland 'ride' and sloping up embankment to road level
- 11 Existing Hedgerow to M1 Lane retained
- 12 2.5m wide combined public footpath/cycleway with 5m planting either side
- 13 3m wide hedgerow and tree planting
- 14 3m wide combined public footpath/cycleway with 0.75m low durable hedge to carriageway and 5m planting to inner side
- 15 Off site Phase 2 Planting belt

Main Features Key:

- | | | | |
|---|---|--|--|
|  | Phase 1 boundary |  | Existing Tree Belt |
|  | Business warehouse and industrial development |  | New recreational footway
Cycleway through newly created habitat mosaic linking residents of Cedar Park with River Gipping path and existing footpaths |
|  | Business units |  | Dual and single carriageway,
New Proposed A1120/ M1 Lane link road |
|  | Business community centre and bus stop |  | Existing East West Road Link |
|  | Possible recreation ground |  | Phase 2 development Road Access |
|  | Urban Gateway Opportunity for Landmark Building |  | Stretch of M1 Lane closed to traffic except cyclists, pedestrians and for access |
|  | Green/ ecological/ environmental land uses |  | Overhead cables and electricity pylons |
|  | Bus layby and truck turn |  | Maximum eaves height 6.5 metres |
|  | Phase 2 |  | Maximum eaves height 6.5 metres and restricted to B1 use |
|  | Phase 2 business park |  | Maximum eaves height 8 metres |
|  | Informal recreation area and community wetland |  | Maximum eaves height 15 metres |
|  | Structural Planting |  | Indicative locations of SUDS lagoons |
|  | Water features |  | Linear earth bund with planting |

APPENDIX THREE: LDO Compliance Application Form



Mid Suffolk District Council Planning Services
 131 High Street, Needham Market, Ipswich, Suffolk, IP6 8DL
 Tel 01449 724550 / 4546
 Email planningadmin@mid-suffolk.gov.uk
www.mid-suffolk.gov.uk

APPLICATION FOR LDO COMPLIANCE	
APPLICANT INFORMATION	
Name:	
Address:	
Postcode:	Phone No: Email:
AGENT INFORMATION	
Name:	
Address:	
Postcode:	Phone No: Email:
DESCRIPTION OF DEVELOPMENT	
Description of Proposal	
Use Class (B1, B2 or B8 and including details of proposed business)	
Gross Floor Area (Square Metres)	
Site Area (Hectares)	
PROPOSED MATERIALS (REFER TO PLAN NO'S)	
Please state proposed material including colour, finish and manufacturer if known.	
Walls	
Roof	
Hard landscaping	
Soft Landscaping	
OPENING HOURS	
Please state the hours of opening:	
Monday to Friday	
Saturday	
Sundays and Bank Holidays	
PARKING AND ACCESS	
Proposed Number of Parking Spaces:	
TOTAL CUMULATIVE GROSS FLOOR AREA OCCUPIED AT STOWMARKET ENTREPREISE PARK AT DATE OF APPLICATION	
(Square Metres)	
DECLARATION	
I hereby give notice of my intention to carry out the above works. I also confirm my intention that, if it is confirmed that planning permission is not required as provided for by the Stowmarket Enterprise Park LDO, I shall carry out the proposed work in accordance with the details included on this form and the associated scaled plans and documents. I understand that any variation from these details may require a re-assessment of the situation.	
Signature:	Date:
Name:	
ATTACHED DOCUMENTS	
Document	Tick to confirm
Site Location Plan	
Layout Plan including details of access	
Floor Plans	
Elevations	
Noise mitigation (for development in excess of 2000m ²)	
Noise mitigation (for development in excess of 2000m ² or in Area A)	
Foul Water Drainage Scheme Sustainable Development Measures	
Travel Plan (in excess of 2500m ² B1 Use, 4000m ² B2 Use, 5000m ² B8 Use)	
Other information:	
SUBMISSION OF YOUR FORM	
Please send your completed form to: Mid Suffolk District Council, 131 High Street, Needham Market IP6 8DL or planning.admin@mid-suffolk.gov.uk	